Vol. 13 No. 7 January 1971

Transit-Times

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FEB 4 1971

UNIVERSITY OF CALIFORNIA

New coaches delivered

First bus with anti-smog kit Arrives for testing on property

TRANSIT LEADERS—Discussing plans for maximizing future bus service to BART stations are, from left, Ray H. Rinehart, new president of AC Transit Board of Directors, E. Guy Warren, re-elected vice-president, and Alan L. Bingham, general manager.

Officers elected to head transit board

Ray H. Rinehart, certified public accountant, whose business experience has made him keenly aware of the financial challenges involved in operating public transit, has been elected president of AC Transit Board of Directors for 1971.

Rinehart, 59, of Piedmont, was named to the post at the first board meeting of the year Jan. 13.

E. Guy Warren, vice president for the past two years, was re-elected to that position. Owner of Warren Transportation Co. of Hayward, he is chairman of the board of trustees of California State Colleges.

Preceding the meeting, four incumbent directors took the oath of office from Alameda County Superior Judge William Hayes. The directors, who were re-elected in November, include John McDonnell, Robert Copeland, William Bettencourt and Warren.

Before he turned the gavel over to his successor, William E. Berk, president for the past two years, voiced his pride at serving as head of "directors who are as dedicated as you are—and a staff that is the best available in any district."

Appointed to the board in March, 1963, Rinehart has played a leading role in efforts to obtain federal and state funding to offset escalating expenses.

A one-time truck driver who became a certified public accountant in 1957 after years of working as a public accountant, Rinehart is active in professional associations and public service. He has held office in the Oakland Serra Club, Serra Center for Girls, St. Vincent's Day Home, United Crusade and Cerebral Palsy Center for the Bay Area. He lives at 180 Sandringham Rd., Piedmont.

Warren, 69, of 17031 Cull Canyon Rd., Hayward, was a member of citizens commitees whose activities resulted in formation of AC Transit. He also was active in obtaining support for passage of the bond issue which put the property into business in October, 1960. Warren was appointed as a director in 1961.

Ten-year capital improvement plan To give riders top quality transit

A federal grant, to help cover $8,817,200 in improvements planned over the next five years, will be sought by AC Transit as part of a long-range program to maintain the bus system as one of the outstanding public transit operations in the nation.

Authorization to apply for the grant was given to Alan L. Bingham, general manager, at a meeting of the Board of Directors this month.

Federal funding is expected to cover two-thirds of total expenditures.

Five-year funding

The grant would apply to the first five years of a ten-year capital improvement program also adopted by the board, totaling $29,916,150. Most of the expenditures over the full ten-year period — $28,463,000 — would be allocated to new bus purchases.

Recent action by Congress has opened up additional millions of dollars for use in assisting local transit operations during the next five-year period, Bingham said.

During the next five years, AC Transit plans to put 220 new coaches into operation and retire the last 236 older buses remaining from the days of Key System Transit Lines, the transit executive said.

Although improvement costs are based on present technology, Bingham said the "door was wide open" for new ideas and new equipment which might become commercially available, including the gas turbine engine, steam engine or electrically-powered buses.

Promising experiments financed by the U.S. Urban Mass Transportation Administration include a bus locator system, dial-a-bus, a modified dial-a-bus project and a new design for small buses — offering concepts which may well be taken into consideration, Bingham added.

AC Transit's five-year program would result in enough "new look" buses to cover basic requirements by the time BART becomes fully operative at the end of the 1972-73 fiscal period. AC Transit, at that time, expects to have 667 coaches, 592 of them modern design.

Air conditioning would be provided in buses used on basic southern Alameda County main line and local service.

In addition, 15 smaller coaches, with seating for 33, would be purchased for small neighborhood lines where patronage is light, even during commute hours.

The program also would permit installation of modern inside bus cleaners at the three operating divisions and installation of an additional new-type bus washer at Richmond Division, similar to models now in operation at Emeryville and Seminary yards.

The improvement program covers replacement of head signs and bus stop signs, in keeping with realignment of lines to serve BART facilities. Structures also would be erected on district property for security and maintenance.

Ten new passenger shelters would be built each year, during the ten year period, and ten new sophisticated, streamlined concrete bus benches installed each year at different locations.

In planning ahead for the second five year period, it is projected another 370 buses would be purchased to keep the fleet up to modern requirements, the general manager said.

Safe driving record

Richmond Division bus operators have set a new record, surpassing the safety goal of 13,250 safe driving miles per accident for 10 months out of 12 during the calendar year. With June ruled out of the count because of a strike, the Richmond drivers topped the goal every month expect March.

For cleaner air

Buses roll with anti-smog kits

The first new buses equipped with anti-pollution kits were delivered to AC Transit this month—part of a $1 million New Year equipment gift to riders.

Fifteen new buses in all will be delivered in the next few weeks, bringing the property's count of modern-looking coaches to 477.

Another 15 buses have been ordered for late Spring, to aid the system in keeping pace with patronage growth which has increased more than 15 percent since 1960. With the first order, five of the older-type buses will be taken out of service. Two will be used for parts and three will be sold, giving the property a total fleet of 708 buses.

E.I.P. Packages

All of the buses will have the experimental Environmental Improvement Program kit, expected to almost eliminate the minimal amount of pollution now attributed to diesel-burning buses.

The buses will be rotated in service on different lines to test efficiency of the new program.

COVER—First bus to arrive with anti-pollution kit is unloaded at Emeryville freight yard. Air intake system is at right of rear window and vertical exhaust stack is at left.

The first bus delivered had its trial run on transbay Line F, with driver Ralph Alcock at the wheel.

He found the new bus, No. 902 "sounds quieter and is a nice driving coach." He also liked the foot-operated turn signals, which leave the operator with "a free hand." The new signals also are expected to cut maintenance expense.

Operator R. A. Hill, who drove the other new bus on Line 82, reported a number of passengers noted and commented on the decrease in noise.

Although AC Transit equipment is well within exhaust control standards, the diesel engine converter kit potentially offers further reduction of pollutants, smoke, noise and odor.

The kit, which includes a vertical exhaust, should reduce hydrocarbons up to 90 percent, carbon monoxide by 30 percent and nitrous oxides by 17 percent.

The reductions are achieved by means of a needle injector valve, air induction system located in rear window and rubber engine mountings. Five of the new buses also will have a catalytic muffler.

The order also calls for Melamine ceiling paneling to the top of standee windows, eliminating traditional advertising frames.

Meanwhile, the system is preparing to convert its fleet of modern buses to the improved type of fuel injector.

New cost-of-living Increase hikes wages

Wages for AC Transit bus drivers and other union workers went up six cents an hour this month, the District's fourth cost of living increase.

The increase was based on recent changes in the U.S. Government's cost-of-living index and came under terms of a new contract settlement.

Non-union employees received an equivalent increase of 1.33 percent.

The new adjustment affects 1,550 employees and will add an estimated $108,000 to the District's wage costs during the remainder of the current fiscal year.

Cost-of-living increases paid by AC Transit in the past two years now total 29 cents per hour.

With the increase added to a basic wage of $4.50 per hour, bus operators earn $4.56 per hour—one of the highest rates paid in the transit industry. Class A mechanics earn $5.46 per hour.

Committee of transit directors, management To aid coordination of bus and rail lines

Board members from AC Transit and BART will meet in committee sessions with management representatives in an effort to reach agreement on the best way to coordinate the two transit systems.

Presidents of AC Transit and BART Boards of Directors agreed to set up a small joint committee of board members to work with management on rerouting and financial matters.

Transbay service

A basic disagreement on how best to serve transbay commuters emerged as the major problem facing both properties as directors of BART and AC Transit met in their first formal session this month at the Hotel Leamington.

The historic joint meeting was sought by BART to review AC Transit's preliminary plans for bus service to rapid transit stations.

AC Transit guidelines, expressed by Alan L. Bingham, general manager, are to provide service "to maximize the use of public transit, whether by bus, rail or a combination of both, by holding the present level of patronage and attracting new riders to public transportation."

The transit executive also said AC Transit would operate connector bus service from all areas presently served by the system to one or more of the 18 BART stations within AC Transit boundaries. Eighty-two of AC Transit's 112 lines would serve BART stations, under preliminary rerouting proposals.

Bingham also said AC Transit would continue to provide local, express or transbay service necessary to meet additional needs of the people, operating additional connector services to BART as might be required.

BART's position, expressed by Lawrence D. Dahms, assistant general manager for planning and public service, was little, if any transbay service should be operated.

Instead, he declared, improved feeder service should be operated to BART stations. He maintained few, if any, transbay routes would be justified when costs are taken into account.

AC Transit countered that many areas would not be conveniently served by BART and, without bus service as planned, riders will switch to private cars.

Gradual change

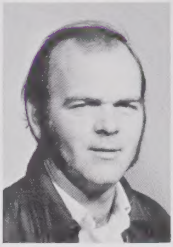
Bingham said AC Transit's position calls for a gradual transition from bus to rail as riders decide which system they prefer, rather than cutting off service and discouraging riders completely.

HISTORIC MEETING—Board members of AC Transit and BART meet together in an effort to reach agreement on best way to coordinate bus service with future rail operation. At microphone is Director William E. Berk, board president at time of session.

NEW EMPLOYEES

D. J. Armstrong
Transportation
Emeryville

Kelsie Bennett
Transportation
Emeryville



R. L. Burhoe
Maintenance
Richmond

M. F. Davis
Transportation
Emeryville

R. C. Davis
Transportation
Emeryville

J. P. DeBusk
Transportation
Seminary

G. H. Decius
Transportation
Emeryville

W. J. Goelz
Maintenance
Richmond

E. G. Hensley
Treasury
General Office

A. T. Holland
Transportation
Seminary

Lonnie Jones
Transportation
Seminary

G. R. Kerezsi
Transportation
Richmond

W. K. Korhonen
Transportation
Emeryville

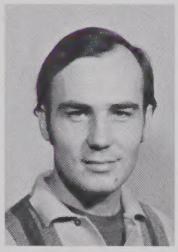
W. D. Maloney
Transportation
Richmond

D. R. Marshall
Transportation
Richmond

AC Transit welcomed these new workers in October, November and December.

R. L. Matney
Transportation
Seminary

J. L. Moore
Maintenance
Seminary



R. S. Pearce
Maintenance
Seminary

M. A. Randall
Transportation
Seminary

J. C. Roberts
Transportation
Emeryville

E. D. Sailors
Maintenance
Emeryville

E. L. Salmon
Transportation
Emeryville

Max Senteney Jr.
Transportation
Emeryville

M. L. Smith
Transportation
Emeryville

J. D. Spears
Transportation
Emeryville

R. L. Stewart
Transportation
Emeryville

B. G. Thompson
Transportation
Seminary

T. B. Wells
Transportation
Emeryville

C. M. Williams
Transportation
Emeryville

K. J. Zeits
Transportation
Richmond

"Exact fare plan best"

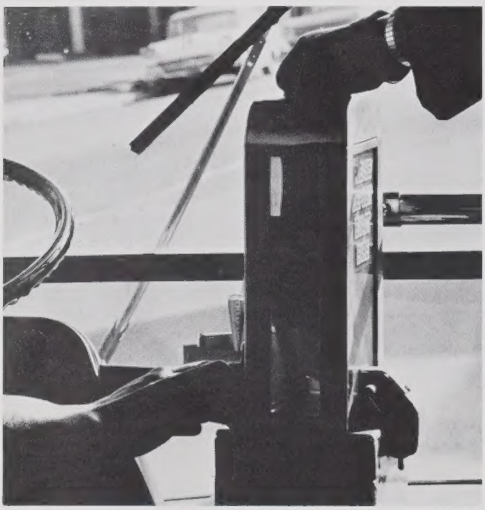
Assault and robbery study released

An "exact fare" plan of riding, identical to the one now in effect on AC Transit buses, is one of the best methods of combating crimes against bus drivers.

Other cities with a robbery problem should install the ready-fare plan, in which operators carry no money and all fares go into a locked fare box.

These were among recommendations released by the U.S. Department of Transportation after a two-year study of bus driver robberies and assaults.

The joint research project was undertaken by AC Transit in the fall of 1968, with the international office of the Amalgamated Transit Union as a co-sponsor.



Recommendations included:

Paid monitors should be used on high-traffic, high-risk bus runs, particularly by systems having difficulties on school routes.

Drivers should be selected for their ability to deal with the public as well as for their driving skills.

Bus alarm systems were found only marginally effective, as were identification and tracing aids. Use of guns and chemical sprays by drivers were viewed with great caution by both management and bus operators.

Surveillance of buses by police, private guards or other persons can be effective, but the cost is so great that such schemes seemed feasible for only short duration.

Communications by two-way radio and bus locator systems have little success in reducing robberies or assaults, but bolster driver morale and are justified for operational improvements.

The study also suggests a robbery description form be carried on all buses.

Major changes in operations for crime prevention were found unacceptable to drivers and transit management. Some less drastic measures, such as revising schedules to eliminate dangerous layover points, were found to have some desirability.

The study reported formal training programs investigated did not adequately teach drivers how to deal with the public or handle deviant behavior on buses.

The project determined that while bus crimes generally were committed by 16 to 20-year old members of minority groups, robberies were not racially motivated, but appeared to be for economic reasons.

The average robbery netted the thief about $100.

The $309,000 study and the report were financed by a Federal grant of $206,000, and a $27,500 contribution from the international headquarters of ATU. Besides AC Transit, systems in Seattle, Atlanta and Chicago also participated in the study through staff efforts.

The research project was undertaken after bus crimes more than tripled in two years, discouraging some of the public from using mass transit, according to Urban Mass Transportation Administrator, Carlos C. Villarreal.

Cupid's arrows unite transit pair

Marriage united two AC Transit employees in December when Marie Cook, a clerk at Seminary Division, became Mrs. Hal Berrner. However, the wedding almost got off on the wrong foot.

Because Marie's mother lives in Southern California, the pair decided to drive to Long Beach for the ceremony. For comfort on the long drive down, they both wore blue jeans and other old clothes.

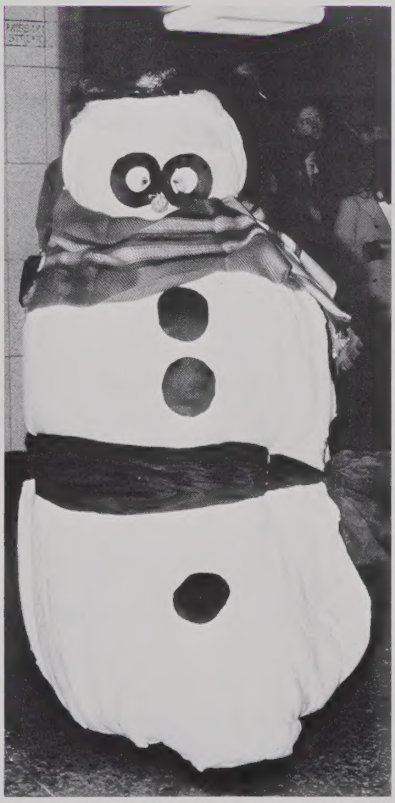
But when they arrived, they discovered all their wedding clothes had been left behind. The prospect of facing the minister in faded jeans wasn't exactly appealing.

Fortunately, Hal's brother was driving down the next day. A phone call reached the brother in time and he was able to bring the wedding clothes along.

Mr. and Mrs. Hal Berrner

Hal, a dispatcher at Seminary, met Marie on the job three years ago. They have made their home in Hayward.

FROSTIE THE SNOWMAN — Commuters at the Transbay Terminal in San Francisco were greeted by this four-foot-high dancing snowman last Dec. 23 as part of a Christmas party sponsored by AC Transit. Inside is eight-year-old Dvora Gardiner, daughter of supervisor Gene Gardiner.



ENTERTAINMENT — Christmas carols and other music made up a lively two hour show for transbay commuters at AC Transit's Christmas party. At the organ is driver H.R. "Rocky" Shore (with false nose), while the accordianist is driver Chester B. Anderson. Master of ceremonies and vocalist is supervisor Gene Gardiner. Other singing voices were provided by Dvora Gardiner, 8, Cindy Shore, 10, and Paula Palmer, 10.

Death takes 42-year transit veteran Gordon Robertson, other pensioners

Gordon M. Robertson, who was as active in retirement as many men are in full-time work, died in November at the age of 78.

Robertson clocked 42 years with Key System, starting as a signalman and retiring in 1958 as superintendent of signals and communications.

Robertson started with a predecessor company of Key System in 1912, working on what then was one of the most modern railway signaling systems in the world. He left in 1918, but returned in 1922 to play a major role in the installation of automatic train safety equipment on the Bay Bridge in the 1930's.

Robertson is survived by his widow, Jennie, who lives at the family home at 1278 Excelsior Ave., Oakland.

Rudolph Murillo, who worked for Key System Transit Lines and its predecessor companies for more than 46 years, died in October.

Murillo, 80, began his career on July 16, 1909, and was pensioned Dec. 1, 1956. He is survived by a sister, Mrs. Josephine Williams of Oakland.

Candido A. Zanzi, also 80 at death, started as a trainman on Nov. 1, 1925, and was pensioned as a bus driver on Aug. 1, 1956. He died Nov. 23.

Zanzi is survived by a daughter, Mrs. Candida Broglio of Calpella, Calif., and two sons, August and William.

Homer S. Haney, who died Nov. 28, began as a trainman on Mar. 30, 1926, and was pensioned as a bus driver on May 1, 1964. He was 72 years old.

Haney is survived by his widow, Mrs. Cecille Haney of Los Molinos, Calif.

Long-time transportation worker retires

"Laughing at my alarm clock," is Mrs. Alyce Abbott's favorite daily diversion now that she has retired after more than 45 years of service. Formerly Alyce Seright, she became Mrs. Fred Abbott on New Year's Eve.

Alyce, whose last day of work was Jan. 15, started service on May 25, 1925, as a clerk in what was then called the Tabulation Dept. In her own words, she "weathered lots of storms," and saw her department go through many changes.

The last, and the biggest, according to Alyce, was the switch over to computer operations which allows the department, now called Data Processing, to turn out a larger volume of work in a shorter period.

Alyce has many memories of her years with the transit property but is looking forward to the years ahead. In the planning stage are trips to Australia, New Zealand and Great Britain with her new husband, who expects to retire soon after a career as chief security officer for American President Lines.

Alyce's immediate plans include a move to 298 E. Market St., Daly City, then "lots of shopping, card playing with my friends, short trips around California and, in general, just take life easy for a while." The Abbotts also plan a delayed honeymoon trip to Canada.

THAT'S THE DAY—Alyce Abbott points to the day her retirement began and dreams of her planned South Pacific cruise aboard an American President Lines ship.

Revenues, riding drop in November

A drop in fare box revenues and passenger riding was registered on East Bay lines during November, but was partially offset by gains on transbay routes.

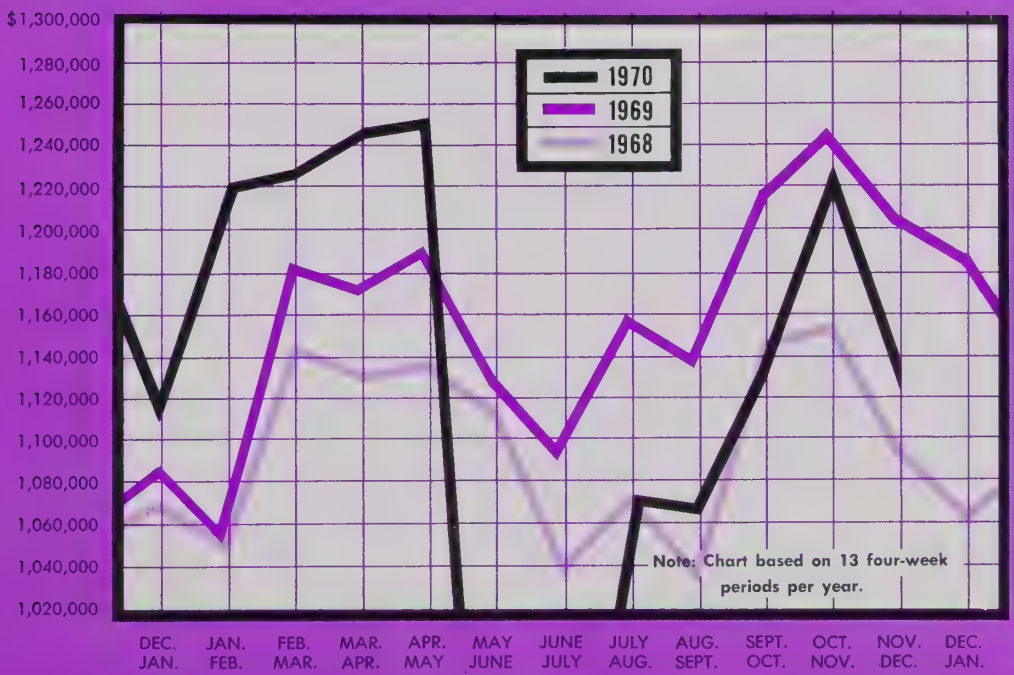
Total passenger revenue for November was $1,180,105, *off* $70,167 *or* 5.61 *percent from the* $1,250,272 *earned during November,* 1969. *On East Bay lines, revenue dropped* 10.99 *percent to a figure of* $632,629, *down* $78,116 *from the November,* 1969, *figure of* $710,745. *Revenue on transbay lines rose from* $539,527 *to* $547,476, *up* $7,949 *or* 1.47 *percent.*

Commute book sales totaled $252,822, *up* 5.7 *percent from sales of* $239,167 *during the month of November,* 1969.

AC Transit buses carried 4,060,395 *passengers during November, a drop of* 107,453, *or* 2.58 *percent, from the* 4,167,848 *carried during November a year ago. Passengers on East Bay routes totaled* 2,914,839, *down* 127,652, *or* 4.20 *percent, from the* 3,042,491 *carried during the same month last year. On transbay lines, the November,* 1970, *figure was* 1,145,566, *up* 20,209, *or* 1.80 *percent, from one year earlier.*

Operating costs during November were $1,697,623, *up* $172,420, *or* 11.30 *percent, above costs of* $1,525,203 *during November,* 1969. *The District operated* 2,008,183 *miles of service during November, up* 59,549 *miles, or* 3.06 *percent, above the November,* 1969, *mileage of* 1,948,634.

Total income of $1,919,536 *covered operational costs, depreciation and bond debt requirements, leaving a surplus of* $26,695.



Actions of the Board

At an adjourned regular meeting Dec. 23, the Board of Directors:

• Adopted resolution confirming boundaries of AC Transit, Special Transit Service District No. 1, on motion of Director McDonnell.

* * *

At a regular meeting January 13, the Board of Directors:

• Elected Ray H. Rinehart as president, on motion of Director Warren. (See story, Page 2)

• Re-elected E. Guy Warren as vice-president, on motion of Director Bettencourt.

• Reappointed Touche, Ross & Company as outside auditors for the year, on motion of Director Copeland.

• Approved 10-year capital improvement program and authorized General Manager to apply for federal grant to help finance first five years of project, on motion of Director Copeland. (See story, Page 3).

• Declared three older model buses as surplus and authorized sale, on motion of Director Copeland.

• Affirmed intention to levy tax, in accordance with provisions of State code, on motion of Director Copeland.

• Authorized General Manager to execute bank agreement for financing new buses, on motion of Director McDonnell.

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Joseph McCord, Editor

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Ward V
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RAY H. RINEHART . . . . . Director at Large
CLAUDE DAUGHTRY . . . . . Ward I
WILLIAM E. BERK . . . . . Ward II
JOHN McDONNELL . . . . . Ward III
WM. J. BETTENCOURT . . . . . Ward IV

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HOWARD D. BEEBE . . Purchases and Stores Mgr.
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DONALD J. POTTER . . . Transportation Manager
WARREN E. ROBINSON . Transportation Engineer
ROBERT D. TOUGH . . . Treasurer-Controller
GORDON G. WADSWORTH . . Safety Engineer

Vietnam veteran returns to district

A 25-year-old driver, who spent 15 months in South Vietnam, has been welcomed back to Seminary Division.

Ernest Cerritan, who says his main occupation in Vietnam was "staying alive," rejoined AC Transit on Nov. 16.

Cerritan was stationed at Long Bin, about 50 miles southwest of Saigon. A truck driver with the Army, his job was to deliver food and ammunition throughout Southwestern South Vietnam.

He also participated in the American sweep into Cambodia last Spring, spending 32 days there.

A native of Louisiana, Cerritan moved to California in 1963 and became an AC Transit operator in January, 1969. He lives at 1219 - 58th Ave., Oakland.

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Oakland, California 94612

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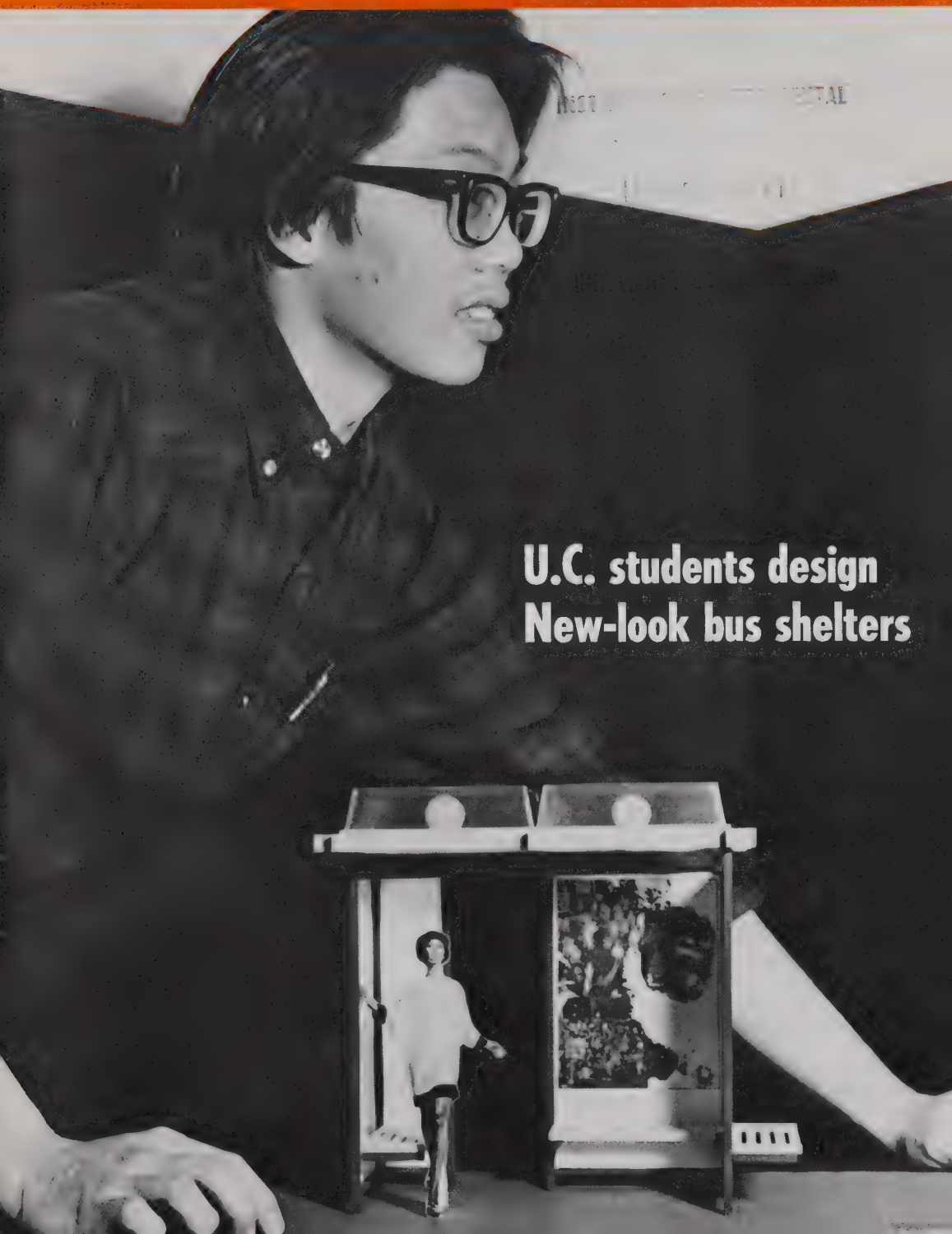


U.C. students design New-look bus shelters

Keeping AC Transit clocks correct
A timely part of District operations

To AC Transit, time is for keeping.

Being on time is a matter of great concern because people depend on AC Transit buses to take them where they want to go, when they want to be there, and on schedule.

To make certain the correct time is kept by all employees, there is one "master" clock from which all other clocks and watches on the property are set. The master clock is set by Pacific Telephone time.

That clock, an otherwise undistinguished electric wall clock, hangs in the Central Dispatch office at Emeryville.

Every evening, about 11 p.m., a dispatcher phones the telephone company to get the precise time. He then adjusts the master clock, if necessary.

This precise time then is phoned to each operating division where their clocks are adjusted, but only if necessary. Road supervisors also set their watches by the master clock and double-check the time at division offices.

In fact, there are two clocks at each division—one inside the dispatch room and the other in the gillie room where operators wait to go out on assignment. Supervisors check both clocks against their watches.

Finally, each operator sets his own watch by the gillie room clock and runs his schedule accordingly. Once every year each watch is checked for accuracy by an expert jeweler. A passenger could get the correct time from an operator.

Or he could just call Pacific Telephone.

MARKING TIME—Loren Ball, central dispatcher, verifies the time on the District's master clock by calling the telephone company.

Richmond exceeds Safety goal again

Richmond Division operators, who got into the habit of breaking the safe-driving goal during 1970, continued their winning ways into 1971.

The monthly goal for each division is 13,250 miles per accident. During January, Richmond operators averaged 19,899 miles per accident.

The Richmond drivers topped the monthly goal ten times last year, and might have made it 11 except that June was not included because of the work stoppage that month.

MEN MASTERING MACHINES—John T. Psenak, right, General Motors Training Center instructor, explains the details of a GM "in-line six" diesel engine to five AC Transit maintenance men who were finishing a week-long course at the GM center in San Leandro. Watching avidly are, from left: Lewis Smith, Curtis Wells, Lester Vanoni, Jim Tracey and Frank Otsuka.

Community involvement

Students design bus shelters for riders

Students at University of California have involved themselves in area-wide community improvements by designing creative, yet practical bus shelters for AC Transit.

The unique program is a new endeavor for the transit industry, with students and a bus system working together on a project to benefit public transit riders.

AC Transit, with the aid of federal funding, expects to build 100 bus shelters over the next 10 years, offering weather protection for its patrons.

As a class project, undergraduate students in the Department of Architecture, College of Environmental Designs, designed and built models of shelters which they felt met a high degree of visual excellence, while staying within a limited budget. Construction costs estimated by students ranged from $330 to under $3,000.

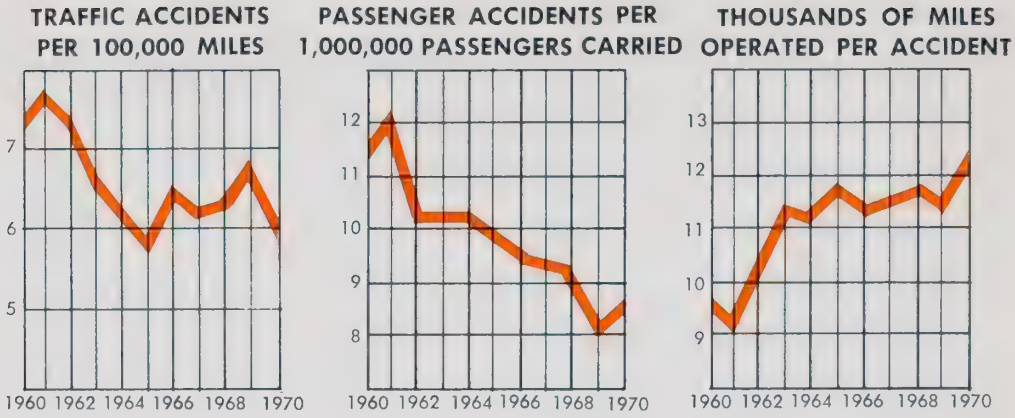
Designs were judged by a jury consisting of representatives of city planning agencies whose approval AC Transit must obtain before shelters can be erected at heavily-used bus stops.

Four designs were chosen by the judges and at least one will be picked at a later meeting for construction of a prototype.

To supplement construction and maintenance costs, students gave consideration to designs involving the use of advertising, at locations where it would be permissible and effective. Daniel Solomon was professor in charge.

NEW LOOK IN BUS SHELTERS—City planning officials, architects and transit representatives at left judge models of bus shelters, designed by students in Architecture 102A at University of California. Below, from left, Paul R. Case, who was among finalists with individual units, placed together in stair form. Lawrence Leong, center, showed an umbrella-type hexagon design, while Antone Cepernich made use of corrugated galvanized metal for his design. Advertising displays are optional. On cover, Gary Lee illustrates a "garden feeling" Oriental-type shelter.

Bus riding safer than ever



Accidents involving AC Transit buses have declined steadily over the past 10 years, a look at statistics has disclosed.

Figures compiled by Safety Engineer G. G. Wadsworth showed total District accidents have decreased 11.11 percent since the property went into business more than a decade ago.

The accident count for 1970 was 1878, compared to 2,113 accidents in 1960 and 2,366 in 1961, first full calendar year AC Transit was in operation. The 1970 figure, however, does not take into account the number of accidents that might have occurred during the 19 days the property was closed by a June strike.

The total showed a decrease of 14.8 percent compared to 1969, Wadsworth said. Projecting an average full month of normal operations in June, the reduction would have been 9.3 percent, he added.

Safe driving miles also have improved, resulting in an impressive record.

A frequency of 5.89 traffic accidents per 100,000 miles operated occurred in 1970, a reduction of 13.4 percent compared to the year before and down 19.4 percent below the 7.31 traffic accidents per 100,000 miles recorded in 1960.

Safe driving miles per accident increased to 12,773 in 1970, up 11.7 percent over the year before and 36.9 percent over the 9,329 miles per accident in 1960.

Passenger accident frequency also has improved considerably over the decade. Accidents per million passengers carried in 1970 was 8.35, an improvement of 28.6 percent over a frequency of 11.70 tallied in 1960. The 1970 figure, however, showed an increase in frequency of 3.3 percent compared to the 1969 count of 8.07 accidents per million passengers.

Drivers study rerouting proposals

Volunteer classes were being held this month at all three divisions to explain to bus drivers AC Transit's preliminary proposals for realignment of lines to serve BART stations.

Classes were set up by the Training Department to explain rerouting plans and to obtain comments and suggestions from the "man behind the wheel."

A letter also was sent to all bus drivers from General Manager Alan L. Bingham, summarizing rerouting proposals and the guidelines on which plans were developed.

The District's intent is to provide service that will maximize the use of public transit, what ever mode is used, retaining present riders and attracting new passengers from their cars.

The letter specified AC Transit would like to take advantage of driver experience and personal contacts with patrons, to help in determining opinions regarding future transit requirements.

Steam bus project For AC Transit Nears completion

AC Transit directors got their first look "under the hood" of an experimental steam bus this month. The directors were taken on a tour of a Berkeley shop where the steam system is being built and where it will be tested and installed in one of the District's buses.

The tour was led by William Brobeck, president of William M. Brobeck and Associates, the firm building and installing the engine.

Financed through a U.S. Department of Transportation grant awarded last June to the California State Assembly, the experimental model is scheduled for delivery to AC Transit on September 1, 1971, ready for revenue service.

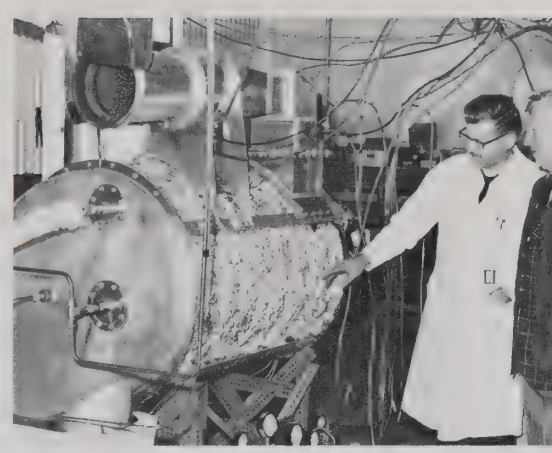
Brobeck's steam engine—capable of propelling a regular AC Transit bus at speeds up to 55 miles per hour—is scheduled to be tested on Mar. 15. The engineer's steam generator has been undergoing operational tests since mid-December.

After hook-up of the generator and the engine, further tests will continue into summer, with installation planned for July.

The first day of actual street operational testing of the steam bus should be about Aug. 1, followed by a month of "debugging" before the vehicle is transferred back to AC Transit.

Brobeck told directors operation of the bus will be almost exactly the same as operation of a normal diesel bus. The major difference, the engineer said, will be in the virtually silent operation of the engine and the almost total absence of any odor.

HOW IT WORKS—Engineer William Brobeck, center, points out details of the steam bus system he is building to members of the AC Transit Board of Directors. From left, William E. Berk, Robert M. Copeland, John McDonnell and Claude Daughtry.



STEAM MACHINE—Carl Szybalski, left, explains the operation of the steam generator to AC Transit Board President Ray Rinehart.

The basic engineering principle behind steam engines, Brobeck explained, is to convert water to steam at about 850 degrees Fahrenheit and 800 pounds per square inch pressure.

Water is turned to steam by being forced through 1430 feet of tightly wound tubing surrounded by hot gases from a firebox. Leaks are virtually impossible and the danger of a boiler explosion is nil.

The steam then goes into what would be the combustion chamber of a normal engine. There it moves a piston which, in turn, rotates a drive-shaft and the wheels.

As the steam leaves the chamber, it pulls the piston back into place and readies it for the next cycle.

Four condensers around the engine reconvert the steam to water.

RETIREMENT

FOR 50 YEARS — After nearly half a century of transit work, George Ziegenfuss has retired.

Three transit veterans, with more than 90 years of service among them are retiring from AC Transit.

Nearly 50 of the 90 years have been recorded by George W. Ziegenfuss, the District's supervisor of claims.

George, called "Ziggy" by his many friends, was born April 16, 1895, at Mission San Jose in what now is Fremont.

Ziggy attended a business college in San Jose and saw service in France in World War I as a convoy mechanic, helping to ferry locomotives out of the combat zone.

Returning to the Bay Area in 1919, he began work for the San Francisco-Oakland Terminal Railway on May 3, 1921. (The name wasn't changed to Key System until Jan. 1, 1924.)

He served in a variety of jobs, including streetcar conductor, motorman, dispatcher, switcher, and clerk, until early in World War II, when he moved to the Claims Department.

Married Feb. 28, 1926, Ziggy and his wife, Edna, will celebrate their 45th anniversary this month.

The Ziegenfusses have no definite plans in retirement. "There probably will be some trips," Ziggy says, "but we don't expect to lead an hilarious life."

This, however, is from a man who was an active skier until his doctor ordered him off the slopes a dozen years ago. But, if George couldn't ski, he still could dance and keep up regular exercises. The exercises include weight-lifting and the dancing includes active membership in five dancing groups.

Travel figures in the plans of Mrs. Marie Freestone, a ticket seller at the Transbay Transit Terminal.

Mrs. Freestone and her husband, Albert, who retires soon from his job at Oakland Army Base, intend to move to Medford, Oregon.

The Freestones own ten acres near that Southern Oregon community. They hope to build a home there and to operate a small farm.

For Marie, the move will be "back home" since she came to California originally from Klamath Falls.

Marie started with Key System on Dec. 18, 1950, as an operator out of Richmond. After three years she became a train conductor until the trains stopped running in 1958. Then it was back to buses as an operator out of Emeryville until she became a ticket seller in 1962.

Another 20-year veteran who retires March 1 is Franklin D. Caillat, 70, of 1856 Green St., Apt. 4, San Francisco.

Caillat, a mechanic, dates his service from July 25, 1950, although he did have three years with Key System just after World War II.

Operators to aid Oakland police

AC Transit operators, who consistently have been cited for community aid by reporting fires, street crimes and other occurrances, have formally become part of the Oakland Police Department's "Radio Alert Program."

Cards have been placed in all District buses, reminding operators what to look for in cases of street crimes, burglaries, fires or major accidents.

Drivers in turn report incidents to Central Dispatch, which notifies appropriate authorities.

December figures show decrease

East Bay revenue and passenger riding were down in December, compared to the same month a year ago. Transbay revenue showed a slight gain.

Total passenger revenue for the month was $1,253,062, *down* $74,907 *or* 5.64 *percent below the* $1,327,969 *collected during December,* 1969. *East Bay revenue was down* $75,182, *from* $747,861 *dropped in fare boxes a year ago, to* $672,679. *Transbay revenue for December was* $580,373, *an increase of* $275 *or* .05 *percent above revenue of* $580,108 *collected in the same month in* 1969.

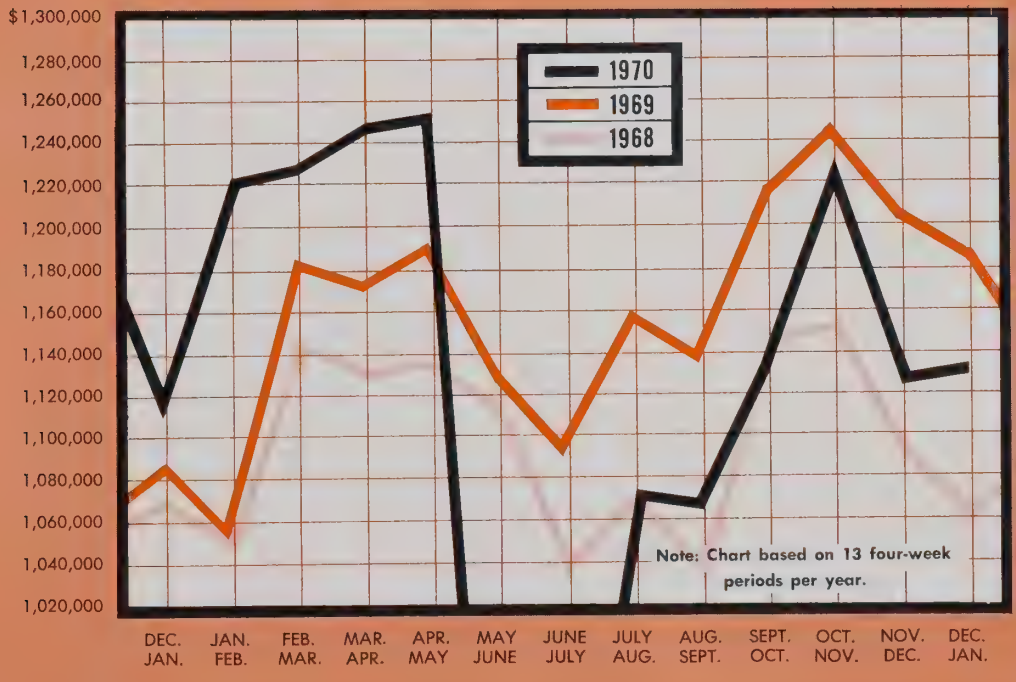
Commute book sales totaled $253,244, *up* 3.0 *percent above sales of* $245,757 *made during the month of December,* 1969.

AC Transit buses carried 4,197,068 *passengers during December, down* 145,417 *or* 3.35 *percent below the* 4,342,485 *carried during the same month a year ago. East Bay buses carried* 3,010,134 *passengers, down* 136,720 *or* 4.34 *percent below the* 3,146,854 *who rode in the same month one year earlier. On transbay lines, patronage for the month totaled* 1,186,934, *down* 8,697 *or* .73 *below December,* 1969.

Operating costs during the month were $1,827,278, *up* $237,198 *or* 14.92 *percent above year-ago expenses of* $1,590,080. *The District operated* 2,114,882 *miles of service, an increase of* 18,026 *miles or* .86 *above the December,* 1969, *mileage of* 2,096,856.

Total income of $1,999,882 *covered operational costs, but left a deficit of* $22,613 *in meeting full bond debt requirements.*

The transit industry nationally showed a decrease in revenue passengers of 6.85 *percent.*



Actions of the Board

At an adjourned regular meeting Jan. 27, the Board of Directors:

• Authorized advertising for bids for petroleum products, on motion of Director Copeland.

• Authorized a public hearing on Feb. 24 on grant application for new diesel buses and fuel injectors, in compliance with new federal regulations, on motion of Director Copeland.

* * *

At a regular meeting Feb. 10, the Board of Directors:

• Authorized participation in American Transit Association project, with other transit systems, on study of vandalism and passenger security, on motion of Director Copeland.

Transbay commuting Doubles in 10 years

Transbay commuting by bus has nearly doubled since AC Transit went into business 10 years ago, according to a study made by the University of California's Institute of Transportation and Traffic Engineering.

While use of bus transit has grown 98.4 percent since 1960, use of cars for transbay commuting has increased 30.3 percent, the traffic check disclosed.

Buses now are carrying more than half the travelers crossing the bridge during commute traffic peaks, putting public transit out in front in popularity, economical efficiency and better use of road space, Alan L. Bingham, general manager, said.

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The figures include riders carried by both AC Transit and Greyhound. The transit district's own commute hour business has jumped 75.4 percent since 1960 and is up 8.3 percent since October, 1968.

During the 6:30 to 8:30 a.m. period on the bridge, 495 buses are bound to San Francisco with 17,585 passengers during an average work day. Buses run every 8.9 seconds between 7:30 and 8 a.m. and every 14.5 seconds from 6:30 to 8:30 a.m.

At the same time, 14,883 cars are crossing the bridge with 21,765 persons —a load factor of 1.46 riders.

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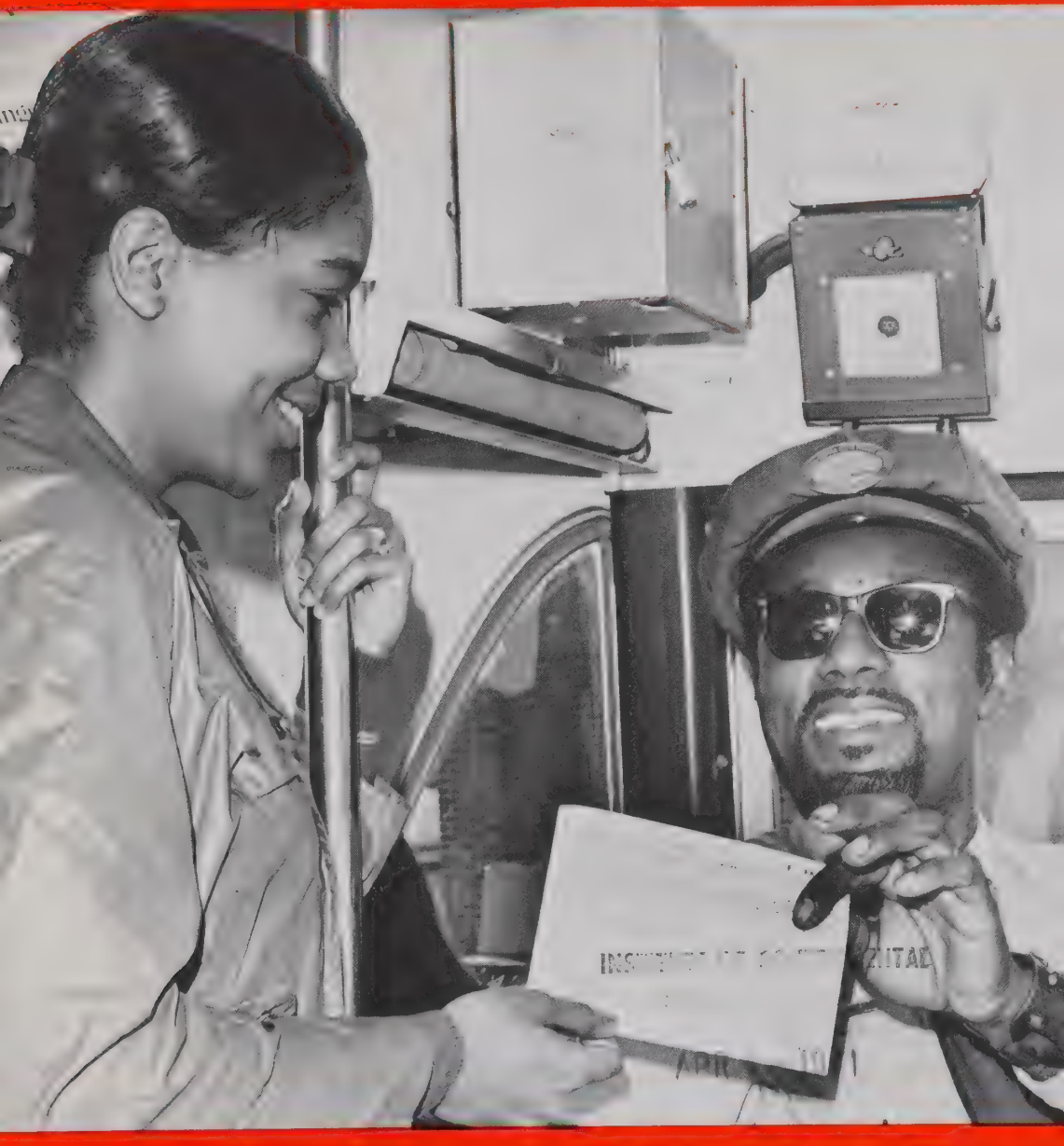
Transit-Times



Public views sought on rerouting

A proud Record of Safety

NEW EMBLEM—Emeterio Lopez, right, bus driver at Emeryville Division, receives his new, 1971 "Safe Driver" patch from Dale Goodman, transportation superintendent. Lopez has driven six years without an "at fault" accident.

MORE MILES—Drivers at Richmond Division used bus tires to keep track of safe driving miles. From left are: Ben Davis, Wayne Huff, Jess McGowan, Harvey Jackson and Victor Bright.

Bus drivers at AC Transit's three divisions topped the safe driving goal during February, giving the system its highest monthly record yet—an average of 14,338 miles per accident.

Emeryville Division operators headed the list with 16,497 safe driving miles per accident, followed by Richmond drivers with 15,890 miles and Seminary Division drivers with 13,363 miles. The system goal is 13,250 miles per accident.

For Richmond drivers, it was the eighth month in a row "over the top." In all, the Richmond operators beat the safety bogey 10 months out of 12 in 1970, then continued their winning ways in 1971, racking up 19,899 safe driving miles per accident in January.

The system average for 1970 was 12,773 miles per accident, best total since AC Transit went into business. The 1970 record tops the 1969 figure of 11,428 miles and is a substantial increase over the 9,041 miles per accident established in 1961.

New safety emblems meanwhile were being awarded to operators for each year without an at fault accident. In January and February, 134 new patches were given to drivers.

Public opinion

Riders asked to comment on rerouting

The public was having its chance this month to express what it personally thinks about AC Transit's rerouting proposals to coordinate with future BART service.

Nearly 14,000 passengers, who commute by bus from the East Bay to San Francisco, were given survey cards on all westbound trips during one morning commute period.

Each card was individualized for the 38 lines currently operated across the span during the commute peak. Passengers were given realignment proposals for their individual line and questions were asked to determine if they are satisfied with the way AC Transit plans to operate the route when BART goes into service.

Space also was provided for comment.

THE COVER – Mrs. Mary Jackson, 398 50th Street, Oakland, was among 14,000 commuters who took part in survey on AC Transit's preliminary rerouting plans to coordinate with future BART service. She received her survey card from bus driver William Jones, Jr., 814 21st Street, Oakland.

The survey resulted in an exceptionally large return from commuters.

At the same time, the transit district set up a map exhibit on the mezzanine floor of the Transbay Transit Terminal in San Francisco, showing realignment plans.

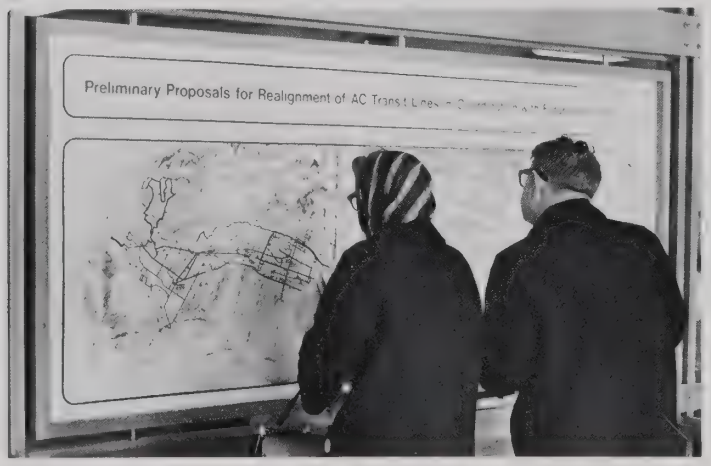
A summary of what is proposed for transbay lines is provided at the exhibit, along with a blank form on which commuters or interested persons can make comments before dropping the form into AC Transit survey barrels.

The display proved a "hit attraction" for commuters and midday riders, with the public taking 10,000 copies of the summary during the first day and a half of week-day traffic.

All transbay riders are asked to consider how they personally are affected by rerouting plans and their opinion of changes.

Consideration of passenger opinion is in line with the appearances being made by AC Transit before civic officials, organizations and business groups concerning coordination plans.

Management also is taking advantage of the experience of bus drivers and has asked for their suggestions.



ON THE MAP—Commuters study rerouting plans for coordination with future BART service at map exhibit, Transbay Transit Terminal, San Francisco.

BUTTON MAN – Joseph Fiala, center, project manager from Center for Urban Regionalism, Kent State University, explains new data collector. From left are: Daniel Poole, Kent State; John Ramos, working foreman in unit room, Emeryville Division; Keith Maffitt, Kent State.

New computerized program underway

A new computerized program, to develop improvements in operations and management, got underway this month at AC Transit.

The program, being tested in partnership with the Federal government, promises improved efficiencies and information of value to AC Transit—and to the entire transportation industry.

All data collecting equipment was installed by the beginning of the month and training started on the use of machines.

On the property, at convenient locations at each division, are:

• Service data collector, where fuel, oil and water used by each coach is recorded.

• Labor data collector, which records the time charged to a specific job. It also can be used to punch in and out at the beginning and end of the work day.

• Job set-up data collector, which identifies and establishes each job to accumulate costs—including labor and materials.

• Job material and inventory collector, which records receipt and issue of materials to and from stores. Through use of this unit, the computer can update inventory on hand and indicate when to reorder.

Training began on the service islands, and was to proceed to other maintenance department facilities. The program later will be extended to inventory and stores.

Information entered into the units goes by leased telephone line to the data processing center at AC Transit's General Offices. There, other information is added to the magnetic tape.

Data then is sent, over a 2500-mile telephone hook-up, to a computer center at Kent State University, Kent, Ohio.

The center processes the data and transmits it to Oakland, where it is reproduced. The entire process, from start to finish, takes less than four hours.

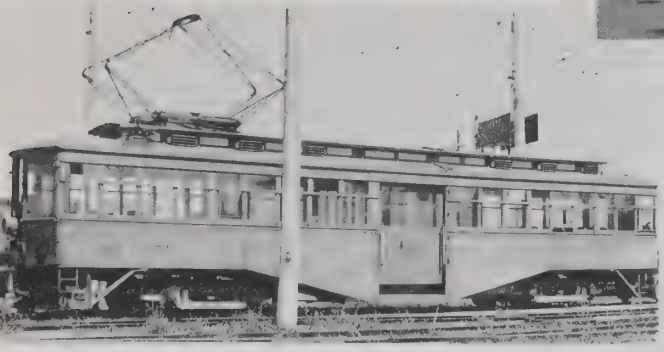
Advantages

In the maintenance department, the system is expected to result in detailed information on coach operating costs, including a history of maintenance work done on each bus.

Reports will summarize performance of individual coaches, permitting assignment of buses by cost factors. Other reports will include preventive maintenance checks and list of vehicles due for inspection; vehicle miles operated, tire mileage, maintenance costs analysis by job type and vehicle maintenance by location and activity.

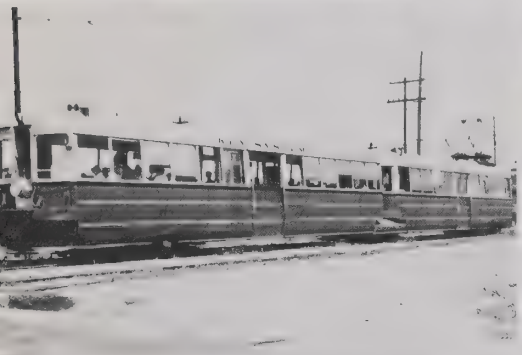
The project, of top priority in the Department of Transportation's approach to research and development, is being financed through a federal grant of $315,000. AC Transit's contribution of $90,000 includes about $30,000 in cash and the balance in staff services.

Then and Now

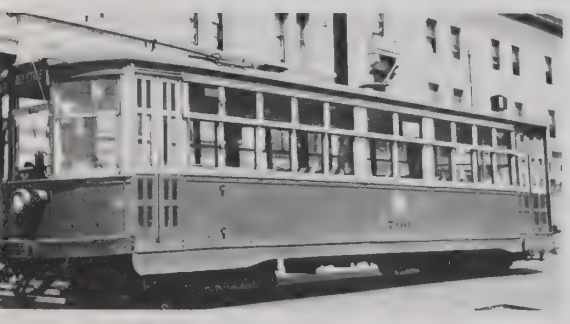


Car 681, left, was built by Key System in 1925 and rebuilt into a bridge train about 1937. Today's "600 series" are quite different, although the numbers are similar.

Car 939, left, shown in a 1942 photo was built by American Car Co., St. Louis, in 1923. Coach 902, right, delivered this January, is AC Transit's newest model.



Bridge unit 173, left, was among 88 built during 1936-38. Some of these now are running in Buenos Aires. Coach 124, above, taken at San Francisco Transit Terminal, is an example of modern transbay coaches.



Car 706, left, was built in 1917. Coach 706, above, is radio-equipped and a far cry from its "700 series" predecessor. All left-side photos on this page are from the Harre and Ralph Demoro and Waldemar Sievers collections.

Death claims pensioners, employees

Death has taken seven AC Transit people in recent weeks; five were pensioners, while two, *Silvester Anderson* and *Cecil Wiseman,* were active employees.

Walter L. Tresemer, 73, died on New Year's Day. He started with the long defunct Richmond Shipyard Railroad during World War II and switched to Key System Aug. 16, 1943, as a clerk in the accounting department. Tresemer, who lived at 111 Central Ave., Alameda, retired Mar. 1, 1962.

George Medeiros, who died one day after Tresemer, started work as a service employee on Aug. 14, 1941, and retired July 1, 1965. A native of Hawaii, Medeiros was 65 at death. He is survived by his wife, Sophie, of 1051 Donovan Dr., San Leandro; a son, Clarence; a daughter, Mrs. Alice Chavez; a stepdaughter, Lillian Tavares, and two grandchildren.

Arthur C. Moore, 75, a motor coach operator during his entire career, died Dec. 15. He started Oct. 29, 1928, and retired June 1, 1965.

Moore is survived by a daughter, Mrs. Helen Randol of Colorado Springs, Colorado. He was living in Point Richmond at his death.

Eighty-year-old *George C. Howard* died on Dec. 20. His career, which began Oct. 24, 1923, and ended with his retirement on April 1, 1955, was as a trainman in the old Oakland yard. Howard lived at 520 - 49th St., Oakland, and is survived by a sister, Ruth Walker, of San Pablo.

Veteran pensioner *J. P. Rooney,* 81, who started work on May 24, 1926, and retired Sept. 1, 1954, died Feb. 27. He died at the Veterans' Hospital at Yountville, California.

Anderson, 51, a utility service employee at Emeryville, died suddenly on Feb. 21. His first day of employment was July 11, 1947. Anderson is survived by his widow, Mary, who lives at the family home at 1616B Prince St., Berkeley.

Wiseman, 56, a dispatcher since June, 1965, died Dec. 16. He started as a motor coach operator on Oct. 26, 1945, becoming an assistant dispatcher eight years later.

Wiseman, who lived at 259 W. Chanslor Ave., Richmond, is survived by his widow, Lillie, and a daughter, Mrs. Judith C. Reed.

Northbound buses to return to Broadway after four year absence

After an absence of more than four years, northbound buses will be back on Broadway in downtown Oakland about mid-May.

The rerouting began in January, 1967, with the start of BART construction. At that time, northbound lines were shifted one block to Franklin St. In all, the rerouting affected the riding habits of some 80,000 passengers carried into and out of the downtown section daily by AC Transit buses.

Returning to Broadway will be Lines 51/58-College Ave.; Lines 59/76-Broadway Terrace-Montclair; Line 11-Oakland Ave.; Line 42-Piedmont and Lines 40-43-43A-Telegraph Ave. Line 33-Berkeley intercity express and Line 31-Richmond, peak hour commute express, also will be back on former routing.

Remaining on original routing on Franklin will be Line 12-Grand Ave. and Line 18-Lakeshore Blvd. Also remaining on Franklin will be intercity express Line 34-MacArthur Blvd. Intercity express Lines 30/32-San Leandro-San Lorenzo; 36-Washington Manor and 38-Bancroft Ave. will continue to discharge inbound passengers on Franklin during commute hours.

Revenue, riding down in January

East Bay revenue and passenger riding were down in January, compared to the same month a year ago. Transbay revenue showed a slight gain.

Total passenger revenue for the month was $1,244,322, *down* $23,256 *or* 1.83 *percent below the* $1,267,578 *collected during January,* 1970. *East Bay revenue was* $663,337, *down* $28,310 *from the* $691,647 *dropped into fare boxes a year ago—a decrease of* 4.09 *percent. Transbay revenue for January was* $580,985, *an increase of* $5,054 *or* .88 *percent above revenue of* $575,931 *collected during January,* 1970.

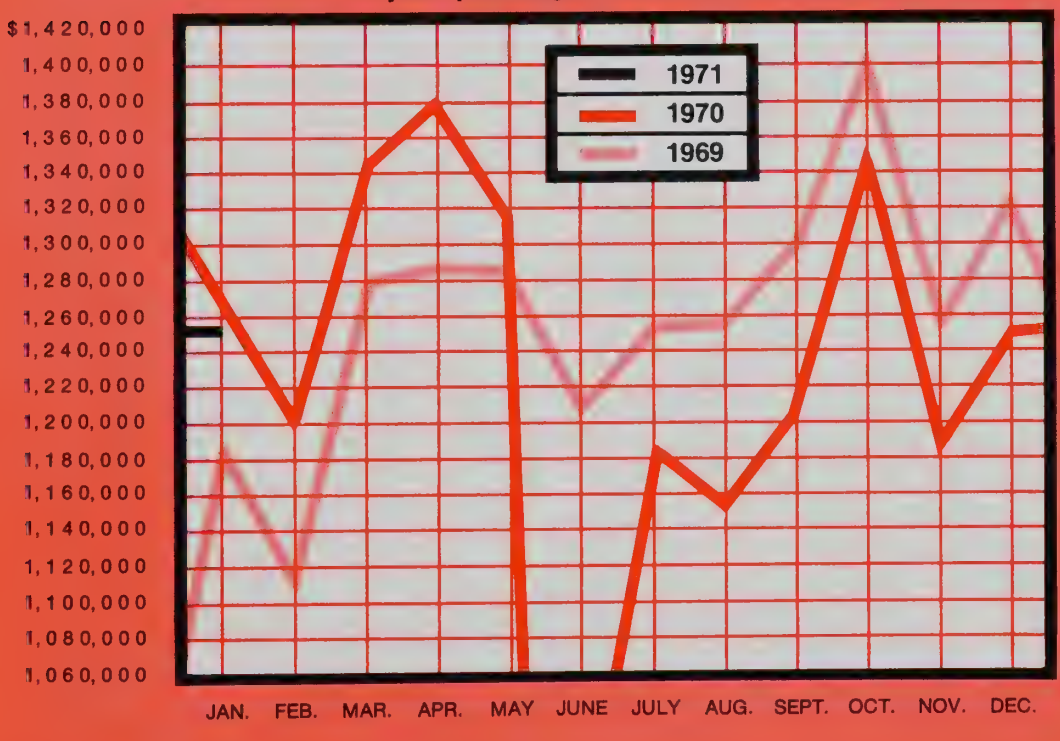
Commute book sales totaled $268,906, *down* .8 *percent from sales of* $271,198 *during the same month in* 1970.

AC Transit buses carried 4,269,826 *passengers during January, down* 111,401 *or* 2.54 *percent below the* 4,381,227 *carried during the month of January,* 1970. *East Bay buses carried* 3,062,214 *passengers, down* 107,902 *or* 3.40 *percent below the* 3,170,116 *who rode in the same month one year earlier. On transbay lines, patronage for the month totaled* 1,207,612, *down* 3,499 *or* .29 *percent below January,* 1970.

Operating costs during the month were $1,741,953, *up* $125,129 *or* 7.74 *percent above year-ago expenses of* $1,616,824. *The District operated* 2,057,950 *miles of service, a decrease of* 24,465 *miles or* 1.17 *percent below the January,* 1970, *mileage of* 2,082,415.

Total income of $1,978,292 *covered operational costs, depreciation and bond debt requirements, leaving a surplus of* $41,127.

3 year passenger revenue comparison



Actions of the Board

At an adjourned regular meeting Feb. 24, the Board of Directors:

• Referred bids for furnishing petroleum products to General Manager for review and report, on motion of Director McDonnell.

• Authorized General Manager to attend 1971 American Transit Association Executive Conference, on motion of Director Bettencourt.

• Recommended return of northbound buses to Broadway, upon completion of BART construction work in downtown Oakland, on motion of Director McDonnell. (See story, Pg. 6)

• Recommended extension of service to outer harbor area, Oakland, upon completion of new 7th St. roadway, on motion of Director McDonnell. (See story below)

• Authorized creation of new position of chief ticket seller, on motion of Director McDonnell.

• Recommended General Manager's salary be increased to $30,000 annually, on motion of Director Copeland.

District shows decade Of passenger gains

AC Transit is the only major transit property in the west to show a steady increase in riding over the past decade.

Patronage on system buses jumped 15 percent between 1960 and 1969. The count during that period rose from 45,426,000 riders to 52,335,000.

During the same period, the number of passengers carried in all U.S. cities declined 15.58 percent.

In 1970, despite a 19-day strike, AC Transit patronage still was 5.81 percent ahead of 1960, with the District as the only major western property to end the 10-year period on the black side of the patronage ledger.

San Diego Transit System, which also suffered a strike during the 1970 year, showed a patronage decrease of 50 percent during the past decade.

San Francisco Municipal Railway carried 141,589,000 passengers in the calendar year of 1960 and 139,554,000 in 1970, a decrease of 1.44 percent, according to figures compiled by the American Transit Association.

Nationally, riding was down 50 percent during the past 10 years.

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Transit-Times

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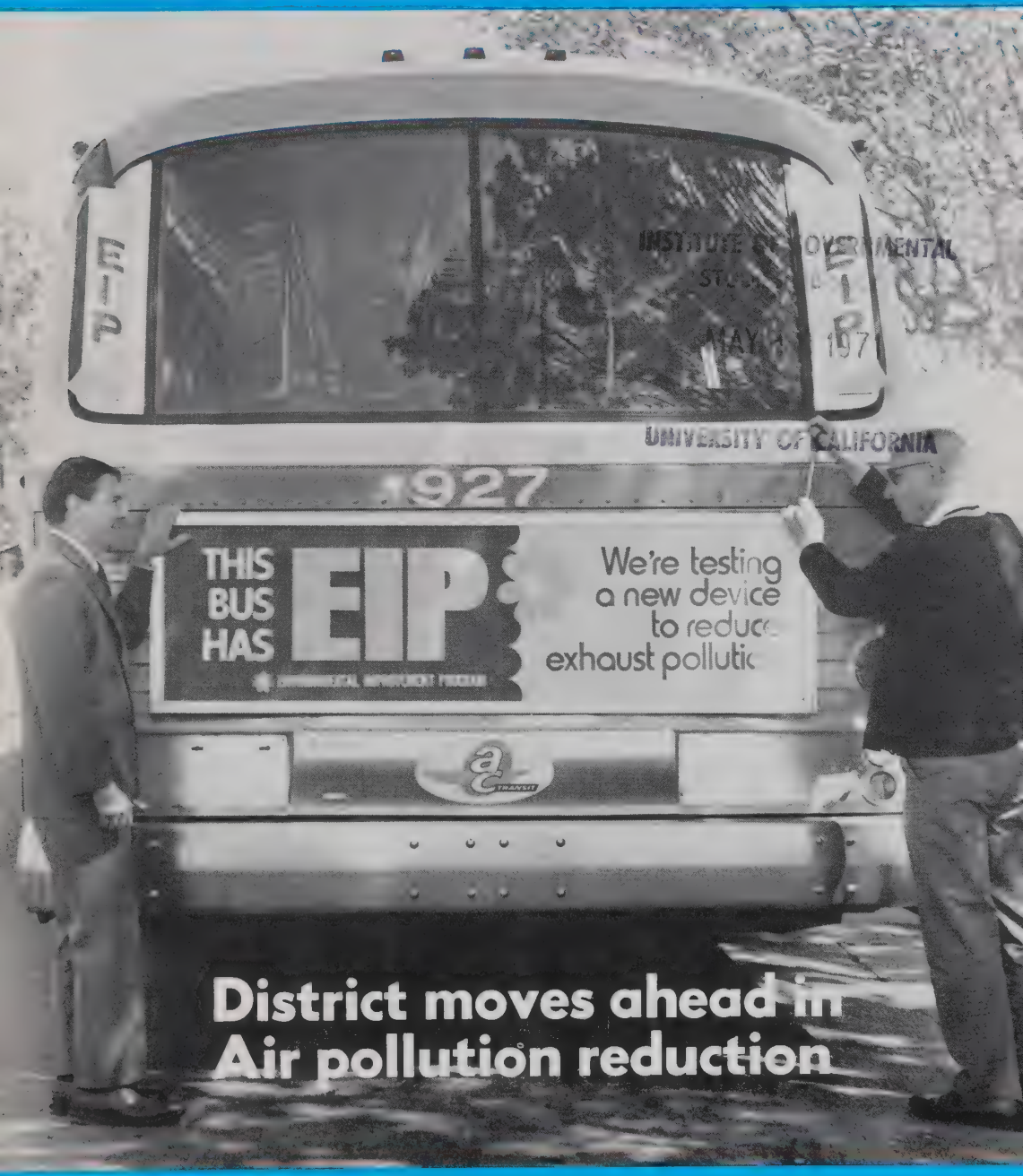


District moves ahead in Air pollution reduction

Diesels and Clean Air

THE POLLUTION STORY—Buses in photograph are carrying the same number of commuters as are riding in autos . . . and the gasoline engine is the main culprit in air pollution.

Diesel buses contribute so little to air pollution the amount hasn't even been measured in the Bay area.

In Los Angeles, where air pollution is of top concern, diesel buses and trucks together contribute less than one percent to the problem, according to John McClendon, associate engineer, vehicle control program, State Air Resources Board.

Of the millions of tons of major air contaminants released each year, diesel vehicles contribute 0.9 — and gasoline vehicles 85.8 — the largest single source, McClendon said.

McClendon's own experience has shown one bus with 40 passengers emits the same amount of pollutants as one small vehicle with a gasoline engine.

Also diesel emissions present no known health hazard, while gasoline emissions contribute heavily to harmful effects.

One of the biggest steps that can be taken to help cut down on air pollution can be taken by the public, he said.

Each full bus removes 35 to 45 cars from the road—and the auto is the major pollution culprit.

THE COVER—Thomas Lynch, left, Northern California general manager, Metro Transit Advertising, and George Zimmerman, operations manager, post first sign on buses with anti-pollution kits.

Charts, prepared by Cummins Engine Co. of Indiana, and confirmed by the Air Resources Board, tell this story:

Of the major air contaminants, carbon monoxide is the largest on a weight basis. Approximately 90 percent, or 66 million tons per year, is believed to come from automobile exhausts.

The diesel contributes 0.1 percent.

Power plants are the largest source of sulphur compounds contributing 46 percent. Automobiles contribute 3.8 percent and diesel vehicles, 0.4 percent.

Cars are responsible for 62 percent of unburned hydrocarbons; diesel vehicles cause 1 percent.

Gasoline engines contribute 43 percent of oxides of nitrogen; diesels, about 3 percent. The low contribution of diesels is due to the relatively small number in operation.

Particulate material emitted by diesels amounts to less than 1 percent. Industry 50 percent and autos, 8 percent.

Diesel-powered vehicles not properly maintained and which do not use a high grade of fuel do emit smoke and odor.

Although not dangerous, this is a nuisance and extensive research programs are underway to curtail these emissions.

AC Transit already uses top quality fuel and has an outstanding preventive maintenance program.

Exclusive lanes help speed buses

Bus commuters celebrate two anniversaries this month as they whisk by bumper-to-bumper traffic.

It's been one year since an exclusive lane was opened at the Bay Bridge toll plaza, permitting buses to zoom by without stopping.

It's been 13 years since the trains were taken off the bridge, leaving buses with another exclusive — special ramps leading into and out of the Transbay Transit Terminal.

The by-pass lane is used by 569 AC Transit and Greyhound buses during the 6 a.m. to 9 a.m. commute period, speeding up schedules which previously ran late. AC Transit buses now run on time or — on some lines — two to five minutes faster than before.

Buses whip through the lane every nine seconds during the top of the commute, and every 14½ seconds the rest of the time — a major difference from a train every 75 seconds, the headway when Key System and Southern Pacific were routed over the bridge in 1939.

Trains replaces ferries

Although nostalgic commuters mourned the passage of the ferry boats, inauguration of train service on the Bay Bridge was greeted with enthusiasm and expectation.

Two special Key System trains loaded with officials were routed from 22nd and Broadway to the San Francisco terminal for dedication ceremonies on January 14, 1939. As the first train crossed the span, a plaque was dedicated to James P. Potter, first superintendent of the Key Route and father of D. J. Potter, AC Transit transportation manager.

Early the next morning, a Southern Pacific "Red Train" made the first revenue run from the Dutton Ave. terminal in San Leandro.

On the first day of commute service, January 16, problems erupted and there were numerous delays. By the time things ran smoothly, tolls were reduced on the bridge and many deserted the electric trains for autos. Buses also were proving their economic mobility.

Both S.P. and Sacramento Northern discontinued service in 1941. World War II brought many riders back to rails, giving Key its biggest year in 1945, when 26.4 million riders were carried across the bridge. But only 5.2 million rode the trains in 1957, last full year of operation. The last train in ran on April 20, 1958.

Buses, which had been loading and unloading at street level, didn't inherit the exclusive ramp into the terminal immediately. Rails were removed, the roadway was paved and it was on Oct. 26, 1958, that the first Line F bus rolled into the terminal.

Hundreds of thousands of commuters since have had the advantage of the exclusive roadway, a decade or more before similar exclusive lanes are speeding travel in cities across the nation.

INTO TERMINAL — A familiar scene in 1956. A Line B commute train pulls into Transbay Transit Terminal, taking advantage of an exclusive ramp now used by buses.—Harre Demoro photo

Board members reach agreement on Matters affecting bus, rail services

Board members from AC Transit and BART are working together productively this month to develop policy decisions on coordination of the two systems.

Also meeting, on a staff level, were management representatives from the two agencies and San Francisco Municipal Railway. This liaison committee was continuing efforts to reach accord on rerouting proposals, transferring between systems and fare collection procedures.

Directors, who are meeting every two to three weeks, report progress in these areas:

• Agreement to concentrate efforts at this time on the Southern Alameda County leg of BART, since it will be the first to go into service and presents a good opportunity to work out common problems.

• Recognition of the need for AC Transit to continue full-scale transbay service during the interim period before BART goes into full service.

• Recognition that BART and AC Transit will experience financial difficulties during the first phase of rapid rail service, unless aid is forthcoming.

• Agreement to work together to seek operating subsidies, necessary if coordination of services is to be maximized and new customers attracted to transit facilities. Directors from both properties agreed to explore potential financial resources at State and Federal levels, noting that fares and local property taxes could not underwrite the full burden of optimizing transit services.

Representing BART on the Transit Coordination Committee are Directors Arnold Anderson, chairman, Richard O. Clark and Nello J. Bianco.

Representing AC Transit are Directors Robert M. Copeland, chairman; E. Guy Warren and Claude Daughtry.

NEW BUS SHELTERS—West Oakland residents have been quick to use the ten new bus shelters installed in their neighborhoods. Funds came from the Department of Housing and Urban Development (HUD) through the Urban Beautification program.

Richmond drivers top Safety goal again

Bus drivers at AC Transit's Richmond Division, who make a habit of exceeding their safe-driving goal, did it again during March—for the ninth straight month.

Richmond operators scored 19,809 safe-driving miles per accident during March, a mark of 6559 miles beyond the goal of 13,250 miles.

Emeryville Division operators also topped the goal during March with 14,025 miles per accident.

AC Transit wins Maintenance award For ninth time

AC Transit has won its ninth award for maintenance efficiency – and moved another notch closer to a goal which may give it a "first" for the transit industry.

The award, presented by Fleet Owner trade magazine, was accepted in Chicago by R. H. Bertz, maintenance superintendent at Seminary Division.

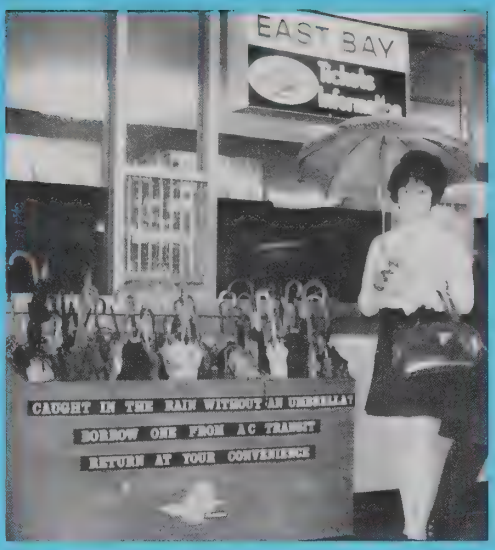
Other accolades were forthcoming from the same magazine over AC Transit's expectation of operating "new look" buses purchased back in 1961 for 1,000,000 miles before major engine overhaul. It is unprecedented for a coach to go this many miles without an engine overhaul, according to A. R. Lucchesi, maintenance manager.

The 250 buses now have an average of 500,000 miles—and some have traveled 800,000 miles—with no appreciable wear on the crankshaft, timing gears and camshaft bushings, Lucchesi said. He expects the buses to pass the million mile mark in four years.

When the first of the "new" buses reached 500,000 miles, two engines were torn down and the wear points gauged. At 600,000 miles, two more were pulled for inspection. No signs of significant wear were found. An excellent preventive maintenance program is credited with the system's top record for bus efficiency.

The program begins with a 1,000 mile check, progressing to 3,000 and 6,000. Sub-assemblies are changed on a mileage basis. Differentials are changed at 300,000; starters at 110,000; generators at 220,000; blowers at 300,000 and air compressors at 250,000 miles.

Miles per road call during 1970 were 16,580. Mileage on new tires was 86,300, with 35,750 miles on recaps.



WHEN IT RAINS – AC Transit wants its transbay commuters to be dry, as well as happy. During last month's drenching rains, a rack of unclaimed umbrellas was placed at the San Francisco Transbay Terminal for convenience of commuters. Mrs. Sharon Rodriguez of Alameda models alongside the rack – which quickly emptied.

THREE TIMES THIRTY–Three Seminary Division employees, below, each with 30 years of transit service, enjoy a cake marking the occasion. From left: Cecil J. Hipsley, chief clerk; Robert M. Detloff, transportation superintendent; and Andrew E. Phillips, chief dispatcher.

Our 'Stockholders' Write

To the boss:

Dear Sir,

I was riding on one of your buses and the guy there was so nice, and the bus was very clean, not a paper or a gum wrapper, it was very, very clean.

I don't remember the number bus, but I tell you AC Transit is the best bus I ever knew.

You train your men very nicely and I thank you. I'll always go on AC Transit.

Oh, and I got a map and I thank you for sending it so soon.

You're the best guy or boss (except for my Dad).

Thank you.

A ten year old girl
Mary Marchi
Castro Valley

P.S. Write to me, please.

* * *

. . . I take the 68 bus home from El Cerrito High School. The bus . . . gets to San Pablo and Barrett around 3:40 p.m. It misses the San Pablo bus which goes to the junior college by about three minutes. I must either walk from San Pablo and Barrett to my home about a mile away or wait one full hour for the next bus. Does that make sense?

I do not mind walking generally, but it is hellish when it rains . . .

Ben Rust
Richmond

(We referred your letter to our Scheduling Department and are pleased to report that an adjustment has been made to solve this problem.—Ed.)

* * *

. . . what a pleasure it is to ride AC Transit buses!

During the past five years particularly, it has been a joy to step onto one of your buses. The operators have always been courteous and helpful. I have no complaints at all!

You have some wonderful men and women in your employ—and it's high time someone told you so.

Barbara H. Hooper
Kensington

* * *

I wish to commend your bus driver, *Miguel A. Guerra,* who was driving a 34 bus on Broadway this date. This gentleman is courteous, considerate and efficient.

I feel he is a credit to your company.

Mrs. Lillian Q. Love
Oakland

* * *

I was on your Line 58 bus going East on Santa Clara Ave. in Alameda. Your driver, *James Davis,* picked up a passenger and he was so concerned and cautious as the passenger should not have been out alone due to his health that the driver shielded him from the front glass and did not start until he was seated.

Mrs. A. Jones
Alameda

* * *

I board a Line 40 bus at Telegraph and Alcatraz on my way to work. I was so impressed with the driver, *Gerald T. Jacobs,* that I felt I should write you a note about him.

He is friendly and polite, and extremely helpful to passengers . . .

Mrs. Clarice Isaacs
Berkeley

HIGH HONOR—Operator Larry Slate, center, receives award from Governor Reagan. At left are: Board President Ray Rinehart and Alan L. Bingham, general manager, AC Transit. Representing Motorola is Roy Goodman, vice president, right.

Two bus operators receive top Awards for courageous actions

Two AC Transit operators received highly coveted awards during March for exceptional services each performed.

Larry Slate of Richmond Division received a Distinguished Service Award from Governor Ronald Reagan in ceremonies at the State Capitol. Slate also received a $200 U.S. Savings Bond.

Donald Hebel, Seminary Division, was awarded the District's Community Service citation by General Manager Alan L. Bingham. Hebel received the award at a Board of Directors meeting.

Slate was honored because, last July, he helped save the lives of three people caught in a burning house.

He was driving an "Owl" Line 72 bus in Richmond when he noticed smoke pouring from a home. He notified Central Dispatch by radio of the fire then, telling his lone passenger to "sit tight," he dashed to the fire and attempted to guide a man, his wife and ten-day-old son through the heavy smoke and flames.

Alerted by Slate's radio call, firemen quickly arrived and were able to complete the rescue.

Governor Reagan particularly noted the use of radio in the emergency and cited Motorola for sponsoring the "Community Radio Watch" — a nationwide program in which citizens are encouraged to use two-way radios to notify police or firemen of emergency situations.

Hebel, a 220-pound ex-deputy sheriff, earned his citation for subduing a man aboard his bus. The man allegedly had attacked a teen-age girl and was choking her when Hebel intervened.

Donald R. Hebel

The husky operator dragged the attacker to the front of his bus and held him until police arrived. When the man hit one of the arresting officers, Hebel subdued him a second time.

The man was charged with battery, resisting arrest and disturbing the peace. Police credited Hebel with possibly saving the girl's life.

Voss to roll on retirement trail

Herbert R. Voss, who retired April 1 after some 25 years operating trains and buses, has his retirement plans all laid out.

"I expect to drive from Mexico to Canada, and see everything in between," he says.

H. R. Voss

"But this driving will be different," Voss declares, "I won't pay any attention to schedules or routes."

Voss, 66, started his transit career on Aug. 24, 1945. He quit in November, 1951, but came back the following June and drove for another 19 years.

During his career, Voss enjoyed a number of interesting "lasts." He drove the last train across the Bay Bridge in 1958, the last train to Havenscourt, and the last train to Oakland Avenue.

"It wasn't really an exciting life," Voss says, "but I worked with an awful lot of nice people, and I enjoyed almost every day of my time with AC Transit."

Voss and his wife of 30 years, Jane, live at 17068 Via Media, San Lorenzo. Their teen-age son, David, lives at home. Other children are a son, Jerome, and a daughter, Mrs. Gervaise Brouns.

Voss has another son by a previous marriage, Philip, who has followed his father into the ranks of AC operators.

District supports MTC's regional role

The Board of Directors this month declared their intent to work closely with the newly-formed Metropolitan Transportation Commission (MTC) on future regional transit planning.

Directors instructed AC Transit management to assist the MTC in preparations for a $2,000,000 grant to underwrite a transit planning study for the nine-county Bay area region.

The MTC hopes to enter into a joint powers agreement with existing operating agencies, including AC Transit, to carry out the planning project.

MTC has the job of providing and maintaining a comprehensive and coordinated improvement plan for public transit consistent with a regional transportation plan and general planning for metropolitan development.

The commission is attempting to assume full two-thirds eligibility for this region under requirements specified by the Department of Housing and Urban Development. To obtain full federal aid, transit projects must conform to the improvement plan.

Federal grants have been made on a 50-50 basis, rather than the full two-thirds, on grounds regional planning has not been completed.

The commission also will evaluate various systems of highway and mass transit and select the system best suited to solve a problem.

E. Guy Warren, vice president of the AC Transit Board of Directors, has been appointed by Ray Rinehart, president, to serve on a Transit Coordinating Council to work with the MTC.

Other Council members include: Arnold C. Anderson, board director, BART; John D. Crowley, general manager, San Francisco Public Utilities Commission; Dale Luehring, general manager, Golden Gate Bridge District, and Robert G. Young, Department of Transportation.

Joseph Bort, Alameda County supervisor, is first chairman of the commission, which was formed by the state legislature.

NEW EMPLOYEES

AC Transit welcomed these new workers in January, February and March

Barbara Birdwell
Data Processing
General Office

Desmond Carvalho
Maintenance
Emeryville

J. N. Collier
Maintenance
Emeryville

Monroe Conley
Maintenance
Seminary

Beatrice Darcey
Personnel
General Office

R. L. Donley
Maintenance
Seminary

Gary E. Gardin
Maintenance
Richmond

Gregory Lorenzetti
Treasury
General Office

Rae Maloney
P.B.X.
Emeryville

Theresa Marshall
Accounting
General Office

Otis Owens
Maintenance
Emeryville

Fay Taganas
Accounting
General Office

Driver leads Handicapped Scout troop

SCOUTMASTER — Operator Warren Miller looks on as members of his troop read the Scout Manual and prepare for their next meeting.

A Boy Scout troop with only eight boys in it doesn't seem very large, nor all that much of a challenge to scoutmasters who have guided as many as 100 boys in other troops.

But Troop 228 in the Fruitvale area of Oakland is a different type of Boy Scout operation—and it requires an unusual type of scoutmaster to head it.

All eight boys are handicapped.

The handicaps include muscular dystrophy, cerebral palsy, cystic fibrosis and hemophilia. Some have trouble controlling their muscles, others have speech problems. One was born without arms and another is confined to a wheelchair.

None of this bothers scoutmaster and AC Transit bus driver Warren Miller.

"Heck," Miller says, "these kids need someone and I'm glad for the opportunity to work with them."

Miller, 24, has been involved in scouting in the past and doesn't see his role with Troop 228 as being all that different.

"We can do just about anything a regular troop can do," he says. "It just takes them a little longer, that's all.

"These fellows are very capable and they don't pay too much attention to their own handicaps. They do help each other a lot, though," Miller declares.

The troop, formed in January, has a list of ambitious plans for the Spring and Summer. The plans include hiking and camping trips as well as a cook-out and other traditional scouting activities.

As it is, the troop meets every Tuesday —on Miller's day off—at the Whitton School on E. 18th St. Whitton is a special school for handicapped youngsters. It offers special equipment, teachers trained to handle the children, and a protective environment.

The boys have another need. "Our biggest problem right now is money," Miller explains. "None of the fellows come from wealthy families and their parents already have financial burdens because of the boys' physical handicaps.

Equipment needed

"We need about $500 to buy uniforms and equipment and the boys are doing their best to raise it themselves," Miller says. "They've gone out and collected books of Blue Chip stamps."

Oakland Elks Lodge No. 171 and the Jaycees have pledged money so far.

Since the troop is the only one of its kind in the Oakland area, Miller expects it to continue to grow. "I don't see any particular upper limit," Miller declares. "There's a definite need and if we can get some help from the community, we can fill that need," the young driver states.

Blue Chip stamp donations may be sent to Mrs. G. L. Modjeski, AC Transit, 1140 - 45th St., Emeryville 94608.

February figures hold even

Revenue and passenger riding held nearly even during February, with a slight dip in East Bay revenue offset by a slight gain in transbay income.

Total passenger revenue for the month was $1,191,232, *down* $7,626 *or* .64 *percent below the* $1,198,858 *collected during February,* 1970. *East Bay revenue was* $633,721, *down* $18,015 *from the* $651,736 *dropped into fare boxes a year ago—a decrease of* 2.76 *percent. Transbay revenue for February was* $557,511, *an increase of* $10,389 *or* 1.90 *percent above revenue of* $547,122 *collected during February,* 1970.

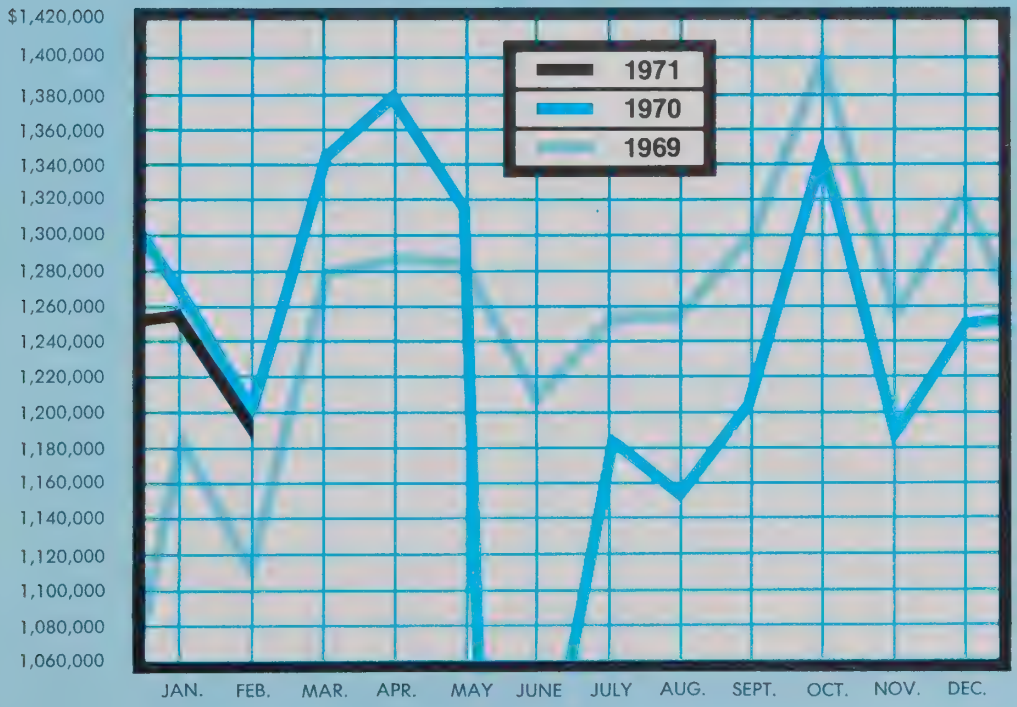
Commute book sales totaled $252,114, *up* 1.7 *percent above sales of* $247,973 *during the same month in* 1970.

AC Transit carried 4,063,560 *passengers during February, down* 87,316 *or* 2.10 *percent below the* 4,150,876 *carried during the month of February,* 1970. *East Bay buses carried* 2,919,310 *passengers, down* 82,781 *or* 2.76 *percent below the* 3,002,091 *who rode during the same month a year earlier. On transbay lines, patronage for the month totaled* 1,144,250, *down* 4,535 *or* .39 *percent below February,* 1970.

Operating costs during the month were $1,658,028, *up* $139,881 *or* 9.21 *percent above year-ago expenses of* $1,518,147. *The system operated* 1,922,835 *miles of service, an increase of* 26,970 *miles or* 1.42 *percent above the February,* 1970, *mileage of* 1,895,865.

Total income of $1,928,713 *covered operational costs, depreciation and bond debt requirements, leaving a surplus of* $74,316.

3 year passenger revenue comparison



Actions of the Board

At a regular meeting Apr. 14, the Board of Directors:

• Endorsed in principle the objectives of the newly formed Metropolitan Transit Commission and directed the staff to work with the Commission, on motion of Director Bettencourt. (See story, Pg. 8)

• Withdrew AC Transit from further participation in the Oakland Airport Access study, on motion of Director Bettencourt.

• Discontinued Saturday service on Route 46—Maxwell Park, because of lack of patronage, on motion of Director Bettencourt.

• Awarded a contract for purchase of diesel fuel and other petroleum products to Shell Oil Co., on motion of Director Berk.

• Authorized using combined services of General Appraisal Co. for reappraisal of equipment, and of an insurance company for reappraisal of buildings, on motion of Director Daughtry.

• Accepted amendments to existing earthquake and vandalism insurance coverage contracts, on motion of Director Daughtry.

Transit-Times

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Operating rules were different once

AC Transit drivers believe in being courteous toward all passengers—but rules change over the years. The following are official regulations laid down for conductors by the Adelaide, Australia, tram railway in 1880:

"The tram conductor must welcome and shake hands with all passengers, and conduct ladies to their seats.

"He should dust each seat before the passenger sits on it.

"The conductor must next inquire if everyone is comfortably seated.

"On the route he must call out the names of all intersections, junctions, and the various stores.

"At crossings the conductor must walk ahead of the tram with a red flag by day and a red lamp by night. He must also hold up cross traffic with a red flag and signal the tram to proceed by waving a green flag."

Then, again, driving through traffic was a bit less hectic 90 years ago.

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Prototype of future?

Mini-car proposed for short transit trips

Government grant to provide for new Buses and improved fuel injectors

AC Transit will have 30 new buses — as well as one of the cleanest burning bus fleets in the nation — as the result of a new government grant.

The grant from the U.S. Department of Transportation allocates $708,635 to the transit property, according to Congressman George P. Miller (D) of Alameda. The grant covers half of project costs totaling $1,417,270.

It can be expanded to include another $236,211 when regional planning requirements for this area are met, under government regulations.

The grant not only covers purchase of additional equipment, but will help pay costs of converting the basic fleet of 462 coaches to an improved fuel injector. The project will make AC Transit one of the first systems in the transit industry to take such extensive measures to minimize smoke, odor and exhaust emissions.

The new fuel injector, coupled with the use of high grade diesel fuel, a rigid preventive maintenance program, proper engine speeds at times of transmission shift, plus frequent checks of timing, will significantly reduce smoke, odor and emissions.

The newly designed injector reduces the residual volume of fuel left to leak into the combustion chamber late in the combustion cycle.

In announcing approval of the application to the Board of Directors, Alan L. Bingham, general manager, said the project might be modified to acquisition of 15 smaller buses and 20 larger buses, rather than 30 buses of the current 51-passenger size.

The property now has a fleet of 723 buses in operation, 492 of them "new look" and 223 older models. In addition, eight older model buses are being held in storage for BART connector service needs.

Summer sightseeing tour planned

An interesting mix of attractions — ranging from Piedmont mansions to the "free-thinking" scene at Berkeley's Telegraph Ave. area, has been put together in the sightseeing tour which AC Transit will operate again this summer.

TOUR GOAL— Mills College bell tower

Air - conditioned buses again will leave Jack London Square in Oakland at 1 p.m. every day except Monday for the 2½ hour trip through Oakland, Alameda, Piedmont and Berkeley.

The invitation to take the special bus to "explore the East Bay" is not only extended to visitors, but is also suggested for residents who may find new discoveries on the other side of the bus window.

The tours, operated in cooperation with the Convention and Tourism Bureau of the Oakland Chamber of Commerce, are scheduled June 15 through Sept. 6.

Beginning at historic Jack London Square, the bus wends its way past Oakland's Victorian style buildings, the Kaiser-Ordway complex, and around Lake Merritt.

In Alameda, points of interest include historic homes, the South Shore area, and one of the narrowest buildings in California—a one-room-wide home.

Also on the tour itinerary are stops at the Mormon Temple, with its view of the entire Bay Area, and at the Sather Gate entrance of the University of California at Berkeley.

Mini-car transit fleet proposed

A fleet of 30,000 electric-powered mini-cars has been proposed by consulting engineers to help solve the complicated public transit problem in central Contra Costa County.

The publicly-owned system of tiny cars would be the first of its kind.

Two multi-million dollar studies dealing with the concept have been financed previously by the U.S. Housing and Urban Development department.

Experimentation and tests of such a system could be started now, according to James Schmidt, project manager for DeLeuw, Cather & Company, consulting engineers.

The mini-car fleet was among proposals described by Schmidt before the Contra Costa County Board of Supervisors. The report concluded a joint transportation study on methods of providing rapid transit feeder service and public transportation in central Contra Costa County.

The $150,000 federally financed study was done for the Contra Costa County Transportation Board, comprised of representatives from the county, AC Transit and BART. The area is outside AC Transit's service district.

Three-part plan

The mini-car fleet was among three proposals described by the engineer.

Also suggested was inauguration of some conventional bus service and a doorstep dial-a-bus system for extensive use by the many elderly, handicapped and non-drivers living in the central county area.

Federal funds would be expected to help underwrite costs of the transportation systems.

The mini-cars would be located at 4,000 curbside stations and would be able to carry up to three passengers to nearby BART stations. They also could be used for school and shopping trips of short distances.

PINT-SIZED CAR—Prototype of mini-car, which might be used for public transit, is tried by secretary Kathleen Senech. Same prototype is on cover.

The little cars could be plugged in for recharging at night and would compete with the private car for short local trips, which make up at least two-thirds of all trips in the central area, Schmidt said. Ninety-seven percent of households in the area own private cars and approximately two-thirds own two or more automobiles.

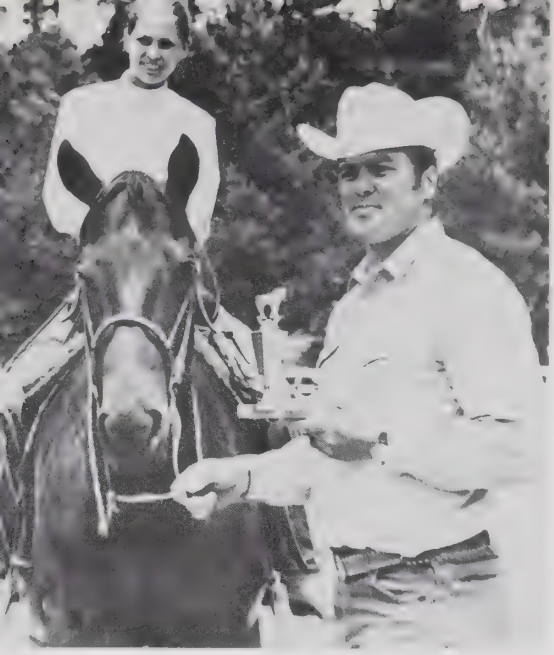
Neighborhood stations

Schmidt envisioned a system in which a resident would walk no more than a block to pick up one of the small cars. Mileage and time would be computerized and the renter would leave the car at his destination, picking up another one for the trip home.

Monitoring would keep a supply of cars available at all locations.

A dial-a-bus system is proposed for persons with limited mobility, who would be able to telephone for a small passenger bus for trips scheduled between 9 a.m. and 5 p.m.

At the same time, consultants recommended a conventional bus line in fixed routes between cities, with extension of AC Transit service to the Pinole area.



"Sissy" Gavello Trains horses for Fun and trophies

HORSEWOMAN — Sandra Gavello astride "Peyote Peak" prepares to receive trophy from Clark Miller of the 49ers. The occasion was a memorial at Sequoia Arena for Charles E. Back, Senior Resident Engineer of the State of California, and a great horseman.

Horsepower means four legs and a whinny to Mrs. Sandra "Sissy" Gavello, young maintenance clerk at Seminary.

Although she works with a different kind of horsepower in maintenance, she spends much of her outside time with real horses, the kinds that have won more trophies than she can count.

Like many girls, "Sissy" was figuratively "bitten by a horse fly" at an early age. By the time she was three, she was saving grass for horses. By eight, she was begging to ride at a corral near her East Oakland home. About the same time, she started spending her vacations working at a dude ranch at Lake Tahoe. She helped take care of horses and guided tourists who wanted to ride.

By 12 or 13, "Sissy" had joined the Metropolitan Horsemen's Association and was showing horses—winning ribbons and trophies for their owners.

As an equestrian who schools horses, "Sissy" has spent much of her time in rings with other people's horses, but she also has owned her own, 92 at one time.

She acquired the 92 as a horsetrader in the East Bay and Red Bluff.

"I went broke in four months. Those horses ate a ton of hay a day," "Sissy" remembers.

Horses develop bad habits, usually from the people who own them, AC Transit's horsewoman says.

She can break the habit, but knows the horse will return to it if he returns to the same owner.

"Horses know what they can get away with. They're just like kids. You can almost hear them saying, 'Oh, boy.'"

"Sissy" was Western Girl Champion, Fifth Region, State of California, and has American Horse Show medals for both English and Western riding.

Retirement begins for transit veterans

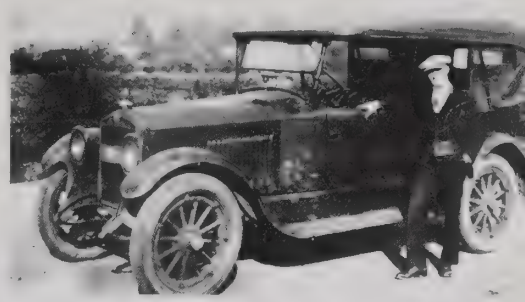
Two long-time employees, both of whom had original starting dates in the mid-20's, have entered the ranks of AC Transit pensioners.

Antone P. Evovich, 65, started with Key System on June 18, 1925, and left in 1931. He returned on Nov. 15, 1945, as a mechanic and retired Mar. 18, 1971.

Mrs. Geneva M. Mullebrouck, a highly respected senior account clerk, dates her original service from Jan. 2, 1926. However, she, too, left during World War II, returning Jan. 13, 1947.

Mrs. Mullebrouck was honored by her fellow employees with a retirement party on May 12.

FIRST BUS TRANSIT—The jitney bus association had this fleet of touring cars, above, when organized by Nicholas P. Alevizos, right, veteran AC Transit transportation superintendent.



The jitney era

Nicholas P. Alevizos, 70, marked half a century in bus transit on May 21, counting his experience back to an era little remembered by present day passengers.

Alevizos, transportation superintendent of the Richmond Division, started battling his way up the ladder of transit history in 1921, when he purchased one of the jitneys then scooting around the streets in Oakland.

Nick's car was a seven-passenger Studebaker, which already had clocked 100,000 miles in jitney service. Another 300,000 miles were added before it was retired.

Although bitterly fought by street car companies and the object of what long was known as the "jitney war," Alevizos considers the jitneys the forerunners of bus transit.

Jitneys started in Oakland in 1914 and the word came from a slang phrase for the five-cent fare. It wasn't long before jitneys faced the ire of street car operators, who complained they ran along the same route ahead of the trolleys, picking up passengers and leaving the companies with nothing but a deficit.

Street car operators went after legislation, which soon took a toll among many of the jitney drivers.

But Alevizos, looking into the future, already had built his strength. He organized other drivers into an association to operate a regularly scheduled transit line in West Oakland.

In 1928, the association discarded open touring cars and went into operation with eight new Ford buses. Each had a seating capacity of 10. The name was changed to West Oakland Motor Bus Lines.

In 1934, the business was incorporated as Oakland Motor Bus Lines and in 1935 was sold to East Bay Street Railways—one of the Key System enterprises.

Nick went along as superintendent and when Richmond Division was built in 1947, "Papa Nick" moved to the Richmond yard.

Long active in community and fraternal organizations, Nick may well be best known for his traditional role of Santa Claus—the one who arrives on top of AC Transit's decorated bus.

Alevizos lives with his wife, Mary, at 1570 Jackson St., Oakland.

PROGRESS—By 1928, jitney operators had regular buses and the name of West Oakland Motor Bus Lines.

What the Editors are Saying about Transit

Balance

Of all the facets of our existence destined for the most change in the next decade or so, transportation would seem to lead the list.

Concerned about smog, about crowded highways, about the growing difficulties of just getting from one place to another in urban communities, people impatiently look for some positive show of activity to help relieve their anxieties.

The man who drives across the Bay to work each day may be alarmed by the smog he sees hanging over the hills while coming home, but he won't admit his own auto is an ogre to be destroyed.

Rather, he maintains his confidence, albeit somewhat uneasily, that technology and imagination can make his environment wholesome without returning all of us to the horse and buggy era.

At long last, Detroit's auto makers are applying their technical skills to finding a solution within a reasonable time of much of our air pollution problem, and governments are paying rather belated respect to many other forms of transportation.

Mass transit, as the mode of the future, easily gains the most attention, not only with the attendant promise of massive federal aid for local systems, but with the formal recognition at the state level that indeed there may be "more than one road to Rome."

Last week, Governor Reagan announced that freeway planning henceforth will be a "partnership" process wherein local governments will be asked to work with the state to determine highway needs.

Alternatives to freeways—specifically mass transit systems—will be weighed in relation to highways, and if there are joint decisions for the former, then there will be no state attempt to mandate freeway construction in the objecting localities.

As an early dividend from the new policy, future Interstate 5 highway construction in Los Angeles and Orange counties is expected to have lanes reserved exclusively for high speed bus service.

While the governor was specific in

THEIR REWARD — For nine years in a row, AC Transit maintenance crews have earned the "Fleet Owner" Magazine Maintenance Efficiency Award. Crews from each of the three divisions, from left, Seminary, Richmond and Emeryville, celebrated the receipt of the award with coffee and doughnuts.

in urban transportation urged

Tribune Editorial Page

noting that state highway funds cannot be diverted to rapid transit (such action is prohibited by law), there appears to be another feasible route available for helping local communities develop or improve their transit systems and services.

The Legislature is now actively considering several similar bills to add a five per cent sales tax (about two cents a gallon) on all gasoline purchases.

About $150 million would be raised each year under the plan, and most of the money would be returned to local transit agencies. The money thus available could be used on a matching fund basis to gain sizable federal grants to buy equipment, lay track or even to provide free rides.

Under the Federal Urban Mass Transportation Assistance Act, a total of $10 billion in federal funds will be available to assist local communities during the next 12 years.

It is significant that communities with as little as 100,000 population are being encouraged to participate in those federal programs and get some of that money. For population projections suggest that in many cases the medium-sized population areas of today are destined to gain metropolitan status in the decades ahead. So the proper planning for all types of transportation is needed now.

Further, present population centers with their acknowledged and immediate transportation requirements, need not preempt all transit planning activity nor reserve to themselves all the federal or state dollars that may become available.

Though ostensibly unrelated, the governor's new program and the proposed gasoline sales tax legislation can be meshed to form a solid foundation for a balanced and equitable state-wide transportation policy.

For massive as they may be, urban transportation problems of this state are amenable to solution, not in an "either-or" choice between mass transit and highways, trucks and autos, but in a natural and balanced mixture that uses the best talent and ingenuity available from private industry and from all levels of government.

Maintenance Award

AC Transit moves along on line changes

More than $500,000 of new money will be needed to finance coordination of AC Transit and BART and to link Metropolitan Oakland Airport by bus with rapid transit service.

Board of Directors faced this need this month as they considered final recommendations for realignment of the first bus lines to coordinate with the opening of the Hayward-Oakland leg of BART next January.

Directors have considered 18 of the existing bus lines which will be rerouted to provide connector service to BART stations in the south County area.

New mileage

More than $300,000 a year will be required in new mileage to realign the buses to BART stations, W. E. Robinson, transportation engineer, told directors.

Initial rerouting would increase the property's annual mileage by 342,754 miles and require 10 additional buses and 15 more operators. Mileage costs and wages, at the current labor rate, would total the $300,000 figure.

Preliminary estimates indicate an additional $300,000 a year will be needed to reroute buses into BART stations with the opening of the Richmond and Concord lines, Robinson said.

Much of this expense will be offset with partial abandonment of AC Transit transbay bus service when BART becomes fully operative.

Board action

Concerned over placing additional financial burden on passengers or property taxpayers, the board took this action:

• Directed that BART board of directors be requested to share part of costs of the rerouting program.

• Directed similar consultation with Port of Oakland to help pay for costs of new bus service which would be provided between the Coliseum BART station and Metropolitan Oakland Airport. This additional service is estimated to cost more than $100,000 a year.

• Endorsed pending State legislation extending the state retail sales tax to include gasoline, to support the operation of mass transit systems. This could amount to $6,000,000 to systems in this area and underwrite optimum bus service to BART stations.

Lines rerouted

Directors first heard recommended rerouting of 10 lines which have previously been studied and generally agreed to by civic governments, improvement clubs, Chambers of Commerce and BART.

At a second meeting this month, the board was to consider another eight lines, including four local lines and four intercity express lines.

In the meantime, committees of directors from AC Transit and BART were continuing to meet on a regular basis to consider projects affecting coordination of the two systems.

Both boards have agreed to the principle of a new planning project concerned with coordination, but have not agreed on a work program.

AC Transit has said it is against using additional taxpayer funds for other engineering projections to "replow" ground already "plowed over and over again."

Actual analysis

Alan L. Bingham, general manager of AC Transit, said actual operation of the Hayward-Oakland rail line should be used for extensive marketing analysis into effectiveness of all phases of coordination, developing actual information on patronage, equipment and improvements needed.

BART management contends another technical study is needed to update previous engineering studies and to determine alternate recommendations regarding routes, headways, hours of service and finances.

Our 'Stockholders' Write

I know one is always receiving letters of complaint, but I wanted to take time to say "Thank-you" to all your staff.

I feel I am an authority on bus riding. I travel more than 10,000 miles per year to different cities and have been commuting on buses for 25 years. AC Transit rates Number One in my book.

I only hope your employees appreciate working for such a fine company.

Sandra S. Simonian
Oakland

* * *

Would you please convey thanks to your outstanding driver, *Ronald W. Johnsen,* on our recent trip to Sacramento.

His assistance to the teachers and 8th grade class was "beyond the call of duty" and was greatly appreciated.

The Anna Head School
Mrs. Alden Peterson
Oakland

* * *

Your driver, *Mr. Joseph G. Montanez,* is always most cheerful and pleasant to one and all. The passengers who board his Line "H" bus at Bancroft Way and Sacramento St. want you and him to know that he brightened our day, as we boarded the bus, with a pleasant "Hello" or "Good morning," and cheered us on our way as we left with "Have a good day."

Mrs. Chris Roberts
Berkeley

. . . can't help but wonder why, on Line 32, the bus leaves West Grand and Broadway at 3:58 p.m.? All of us who get off work at 4 p.m. just see the tail end of the bus at 16th and Broadway across from Rhodes, and then have to wait from 18 to 20 minutes for the next one.

We just stand around and watch all kinds of other buses going by.

E. E. Sklinchar
San Lorenzo

(Improved traffic conditions have made scheduled adjustments practical and buses now make a meet.—Ed.)

* * *

I think that AC Transit should be aware that *Marjorie Ezell* is an exceptional employee.

Two weeks ago, on a very stormy night, Miss Ezell stopped on one of the off-ramps of the bridge and, with every concern to the safety of her passengers and others on the road, she handed a lighted flare to a car stranded in the middle of the highway. She explained to the man in distress how to use and dispose of the flare. Everyone on the bus was so pleased by such a thoughtful act.

Miss Ezell is consistently a credit to your concern, and if any employee of AC Transit deserves a commendation, I nominate Marjorie Ezell.

Corrine Menietti
Oakland

Drivers honored for Community involvement

HONORED—Drivers D. R. Hebel, J. J. Ward and D. W. Franz, from left, receive Radio Alert certificates from Deputy Police Chief George Hart. Operator Mehdi Khashabi, above, holds AC Transit Citation.

Four AC Transit bus drivers were honored this month for community involvement which aided fellow citizens.

Three of the operators received Radio Alert Certificates of Appreciation from the Oakland Police Department in the first official recognition program.

Out of 38 police alert calls received by the department during March, 14—or 40 percent—came from AC Transit drivers by relay from Central Dispatch.

AC Transit's own Community Service Citation was given to another operator, for efforts to prevent a fatal stabbing.

The drivers honored by Oakland police included:

John J. Ward, 43, of 1333 Madison St., Oakland, who observed a cab driver who had been assaulted and robbed. He aided the driver and notified Central Dispatch to call police.

Dwight O. Franz, 40, 5121 Clinton Ave., Richmond, who saw a man robbing a woman, gave aid to the woman and used his radio to call for help. As a result, police recovered the woman's purse.

Donald R. Hebel, 33, of 747 Lewelling Blvd., San Leandro, who restrained a man from assaulting a woman rider.

All work at Emeryville Division.

Mehdi "Mike" Khashabi, 36, from Richmond Division, received the property's Community Service Citation for trying to aid a recruiting sergeant in Berkeley.

Khashabi and his brother, Massoud, heard noises over the cafe they own and ran upstairs to become involved in a struggle between a recruiting sergeant and a knife-armed assailant. The assailant was held for police. The recruiter, Staff Sgt. Roger D. Mobley, died of his wounds.

Richmond drivers continue To break safe-driving record

Operators at AC Transit's Richmond Division are in a rut — and everyone hopes they stay there. For the tenth month in a row, Richmond drivers have exceeded their safe-driving goal of 13,250 miles per accident.

During April they scored an impressive 15,523 miles per accident.

Seminary Division also topped the goal; but their mark was a closer 13,253 miles per accident.

Gains registered during March

Gains in all categories except East Bay revenue were registered during the month of March.

Total passenger revenue for the month was $1,373,342, *up* $16,129 *or* 1.19 *percent above the* $1,357,213 *collected during March,* 1970. *East Bay revenue was* $714,187, *down* $15,964 *from the* $730,151 *dropped into fare boxes a year ago—a decrease of* 2.19 *percent. Transbay revenue for March was* $659,155, *up* $32,093 *or* 5.12 *percent above revenue of* $627,062 *collected during March,* 1970.

Commute book sales totaled $303,581, *up* 8.4 *percent above sales of* $280,094 *during the same month in* 1970.

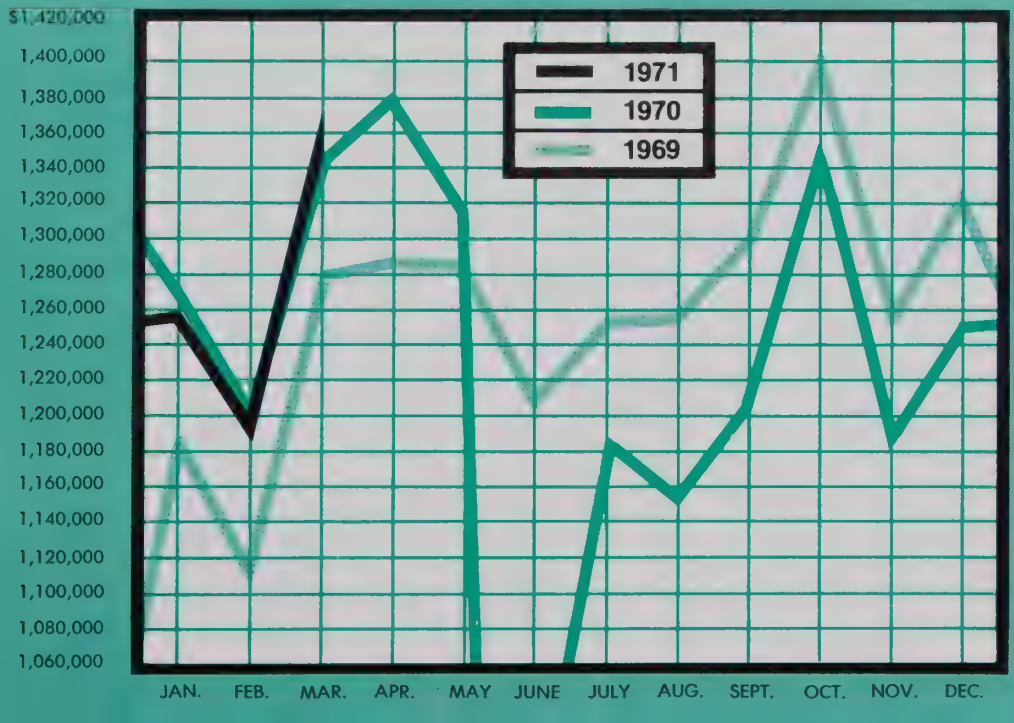
AC Transit carried 4,676,719 *passengers during March, up* 82,518 *or* 1.80 *percent above the* 4,594,201 *carried during the month of March,* 1970. *East Bay buses carried* 3,330,406 *passengers, up* 12,529 *or* .38 *percent above the* 3,317,877 *who rode during the same month a year earlier. On transbay lines, patronage for the month totaled* 1,346,313, *up* 69,989 *or* 5.48 *percent above the March,* 1970, *figure of* 1,276,324.

Operating costs during the month were $1,849,139, *up* $229,678 *or* 14.18 *percent above year-ago expenses of* $1,619,461. *The system operated* 2,231,453 *miles of service, an increase of* 94,076 *miles or* 4.40 *percent above the March,* 1970, *mileage of* 2,137,377.

Total income of $2,129,759 *covered operational costs, depreciation and bond debt requirements, leaving a surplus of* $80,181.

The transit industry nationally indicated a riding increase for the month of 2.73 *percent.*

3 year passenger revenue comparison



Actions of the Board

At an adjourned regular meeting April 28, the Board of Directors:

• Endorsed preliminary plans for a joint technical study by AC Transit, BART and Metropolitan Transportation Commission to determine effectiveness of transit service coordination, on motion of Director Daughtry.

• Approved operation of summer sightseeing tour, on motion of Director Bettencourt. (See story, Pg. 2)

• Recommended abandonment of Saturday service on Alameda portion of Line 79, due to lack of riders, on motion of Director Bettencourt.

• Approved future realignment of 10 lines to serve BART stations and voted to seek financial assistance from State and Federal levels and from BART and Port of Oakland to help offset added costs of service extensions to BART stations, on motion of Director Bettencourt. (See story, Pg. 8)

• Supported pending State legislation to establish a retail sales tax on gasoline which would be used to assist publicly-owned transit systems in state, on motion of Director Berk.

* * *

At a regular meeting May 12, the Board of Directors:

• Authorized Safety Engineer to accept nomination of executive committee of transit section, National Safety Council, on motion of Director Copeland.

• Referred Contra Costa Transportation Needs study to Project Development Committee for analysis and report (See story, Pg. 3)

• Adopted Transit Coordination Committee recommendation that a technical study, with a proposed budget of $180,000, with local contribution of $30,000 in cash and services, be approved in principle, provided a mutually satisfactory work program is developed, on motion of Director Copeland.

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Trial attorney named

Richard W. Meier, 29, former deputy district attorney for Stanislaus County, has been appointed chief trial attorney for AC Transit.

He attended St. Mary's College and received his law training at Boalt Hall.

He joined the Stanislaus County DA's office after passing the Bar examination.

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Transit-Times

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Mormon Temple

Scenic bus tour introduces riders To attractions of East Bay living

Effectiveness of bus-rail services to Be analyzed in unique joint study

The Bay area's new Metropolitan Transportation Commission has joined with AC Transit and BART in a precedent-setting project to study the effectiveness of coordinated bus-rail services after the first BART line goes into operation early next year.

The project would evaluate the years of planning which have gone into coordinated services, and thoroughly test results after BART trains begin to roll and AC Transit buses begin carrying riders to BART stations.

Results of the in-depth analysis on the Hayward-Oakland line can help further improve service on the first branch to go into operation and provide guidelines for better combined bus-rail services as other BART lines open.

An important phase will be a thorough marketing study, expected to be the first of its kind in the nation.

The study would evaluate the coordinated services offered, including fares, routes, frequency, hours of service and transfer procedures.

An analysis would be made of bus-rail riders to determine if the services, as operated fully meet their needs. Research would encompass BART passengers who drive to stations to determine why they are using their cars. It also would expand to automobile commuters to find out why they are not utilizing public transportation.

Efforts would be made to define revenue and operating revenues for the two systems to aid in evaluating overall financial results from coordinated operations, including a discounted joint fare.

The study is projected at $180,000, with a federal grant expected to cover $120,000 of the cost.

The study would be conducted by a nine-member board of control, with three members from each agency. The MTC would manage the study. The board of control would select a consultant who would perform most of the research work.

Interim budget considered by Board

An interim budget was taken under consideration this month pending settlement of new labor and pension contracts.

A preliminary operating estimate of $24,770,347 was presented to directors for study by the finance committee. The projection is an increase of $705,327 or 2.93 percent over the current fiscal estimate of $24,065,020.

A portion of the added expense is attributed to 205,000 added miles to provide connector service to the Hayward-Oakland BART line for six months and the Richmond-Oakland line for two months, Alan L. Bingham, general manager, told directors.

The budget would result in a deficit of $240,647. No provision has been made in the estimate for any increase in labor or pension benefits.

Negotiations currently are under way between the transit property and Division 192, Amalgamated Transit Union, on new labor and pension contracts which expire simultaneously June 30.

After the signing of a new labor contract, a revised estimate—based on new labor costs and operating experience gained during the 1970-71 fiscal year—will be submitted to directors for consideration.

Bingham told directors additional federal funds totaling $1,463,044 could come to the property during the 1971-72 fiscal year if grant applications are approved on a two-thirds matching basis. The additional funds would result when regional planning requirements are met.

The finance committee also reviewed projections for a fare increase.

Operators set All-time safe Driving record

RICHMOND – General Manager Alan Bingham presents plaque to "Big Chief" Nicholas Alevizos and Richmond drivers. Plaque honors drivers for having topped safety goal for 12 consecutive operating months.

An all-time safe-driving record was recognized this month when drivers at the District's Richmond Division were presented with a new plaque. The plaque commends Richmond drivers for exceeding AC Transit's "miles-per-accident" goal for 12 consecutive operating months –the first time this has happened.

General Manager Alan Bingham presented the award to the drivers, while Richmond Superintendent Nicholas Alevizos donned an Indian chief costume for the event.

Alevizos' theme was to "make war on accidents and beat the drum for safety."

Each month, drivers in the property's three operating divisions compete to beat a goal of 13,250 safe-driving miles per accident.

Since the award, Richmond drivers have added one more month to their record, making it a lucky 13.

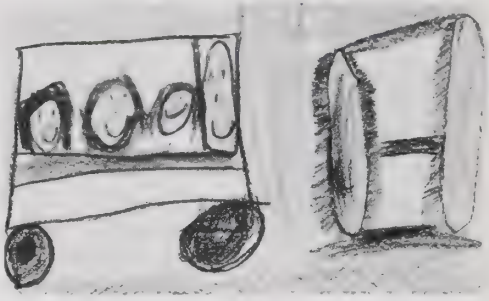
SEMINARY–For the second month in a row, Seminary Division drivers topped the safe-driving goal and were rewarded with free coffee and doughnuts. Pouring coffee are, from left: Joe Montoya, Howard Gross, Billy Givens, Claude Rowe and Ray Bryant.

EMERYVILLE – Free coffee and doughnuts for beating safety goal were a welcome break in the routine for getting ready for morning runs, a fact proven by the smiles on faces of these Emeryville Division drivers. They are, from left: August Giuliani, Marvin Champagne, Ken Benson, Rod MacGregor, Roy Wall and Frank Armas.

Future bus riders Look at AC Transit; Draw conclusions

READY—Instructor George Silva, right, tells youngsters from Egbert Beach School, Piedmont, how to ride the bus safely.

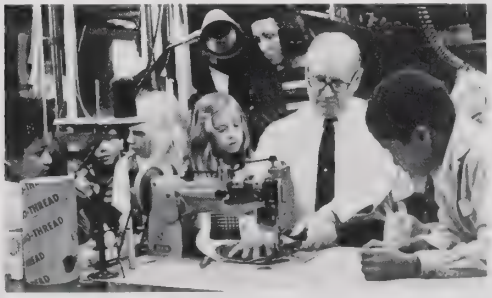
GREAT DAY—Missy Babcock, 7, lets her smile show how much she enjoyed tour at Emeryville yard.



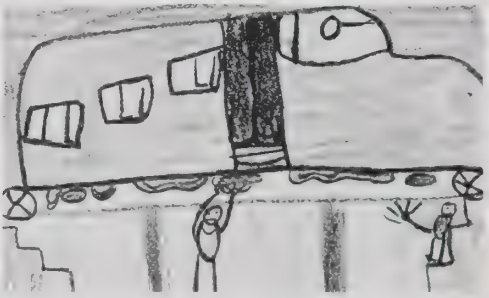
"I LIKED BEST"—The wrap-around bus washer was pictured this way by second-grader Troy Crist.

PBX/INFORMATION—Pamela Wong drew phone operators; liked to hear questions.

LOOK WHAT WE GOT—Bill Ellwood, left, and Byron Young display souvenirs.



HOW IT'S DONE—William Green demonstrates sewing machine used at Emeryville Division upholstery shop.



UNDER THE BUS—Michael Fenn liked looking under a bus while mechanics worked.

Remodeled bus favored by riders

Commuters had their chance to say what they thought about a restyled AC Transit bus—and they lost no chance to say it.

Their comments were 97.3 percent in favor of the changes, but the written comments didn't stop there.

Remarks ranged from a compliment to AC Transit as a forerunner in a futuristic society, to the finding: "You're real groovy, man."

Contained in the transit property's plans for a federally financed, long-range improvement program is a project to remodel 61 buses with high-back seats—purchased ten years ago for trans-bay runs.

Mechanically, the buses are tip-top, but have the type of seats with high backs and arm rests used for long distance travel. They are scheduled on runs across the Bay Bridge.

As an experiment, AC Transit remodeled the interior of one coach, giving it an all-new look. Backs of seats were cut down and the seats re-upholstered in bucket style. Arm rests were removed, providing more open aisle space. Windows were installed under the roof line, adding to a full outside view. New ceiling, new floor covering and side paneling were installed, complementary to a color scheme of light and dark blue.

A chrome job

The fare box was chromed, giving it a metallic elegance.

The bus then was scheduled on different days on lines serving Grand Ave. and Trestle Glen, Piedmont, the Claremont area, and the MacArthur Blvd. corridor to San Leandro and Alameda.

Passengers received a notice which read: "Meet an old friend. Commuters have been riding this bus for years, but you may not recognize it with its new face."

FACE LIFTING—Passengers enjoy the opportunity to pass along their comments on a restyled bus. Before it had its "face lifted," this bus had high-backed seats, arm rests and advertising racks, instead of windows under the roof line. Almost all riders liked the new look.

Remodeling changes were explained and riders were asked if they liked the effect, if it gave them a feeling of spaciousness, did they find the new look comfortable, and "does it make you feel more like riding a bus?"

Most said yes.

Some 680 riders said they liked the effect and the changes. Another 77 missed the old seats — mostly because they liked to nap while they rode. The response from passengers was nearly 100 percent.

Many added compliments about the driver. Some wrote on topics of the day, including "women's lib." Most liked the new openness and view. One, written in Chinese, said passengers would benefit a lot.

The most common remark was: "It's beautiful and more comfortable."

As a result, AC Transit hopes to proceed with additional remodeling.

THE COVER—Passengers on AC Transit's Scenic Tour bus stop at the beautiful Mormon Temple as part of East Bay tour which leaves Jack London Square at 1 p.m., every day except Mondays.

YERBA BUENA—Walter C. Meddock of San Leandro looks proudly down on the scale model of the Key System passenger ferry Yerba Buena which he built in his home workshop. The model, built to 1/64 scale, is an exact reproduction of the original ship which ferried hundreds of thousands of passengers between Oakland and San Francisco between 1903 and 1924. In 1924 the ship was refitted and renamed the Harry E. Speas. The model, 37½ inches long, took Meddock two years to build.

Pensioners, employees taken by death

A total of seven men, three active employees and four pensioners, have been taken by death in recent weeks.

Francis C. Armijo, 48, a motor coach operator for ten years, died of heart failure on April 28. He had been ill for a year prior to his death.

He is survived by his widow, Katherine, and a son, Charles. He lived at 824 Liberty St., El Cerrito.

Don A. Gilmore, who died April 2, was a driver from July 30, 1941, until his retirement on Oct. 1, 1963. He was 71 at death.

Gilmore is survived by his widow, Margaret E., 3353 - 68th Ave., Oakland.

Charles N. Harrison, a 33-year-old mechanic, died May 29 after an accident. Harrison had worked for AC Transit since Oct. 26, 1960. His survivors include his widow, Pearlie M., and a son, Anthony.

He worked at Emeryville Division and lived at 2723 - 21st Ave., Oakland.

Joseph C. Madrid, 85, who was a motorman for predecessor companies from Nov. 25, 1918, until his retirement on July 1, 1940, died March 10.

Martin J. Merkel, 69, was a retired service employee. His service dated from Dec. 2, 1947, to his retirement April 1, 1968. Death came last March 15.

Fred A. Tyler, 59, died suddenly May 1 at his home, 3017 Humphrey Ave., Richmond. A driver since 1945, Tyler had driven on Line 68 for the past two and one-half years and had been commended a number of times.

A native of Iowa, Tyler is survived by his widow, Frances, five children and ten grandchildren.

Fred H. Williams, 82, died March 25. A mechanic, he started his career on October 21, 1919, and retired Nov. 1, 1953. His widow, Mary, lives in Redding, California.

Business shows decrease during April

A decrease in business activity was reflected in losses in patronage and revenue during April.

Total passenger revenue for the month was $1,329,541, *down* $50,612 *or* 3.67 *percent below the* $1,380,153 *collected during April,* 1970. *East Bay revenue was* $694,077, *down* $44,342 *from the* $738,419 *dropped into fare boxes a year ago—a decrease of* 6 *percent. Transbay revenue for April was* $635,464, *down* $6,270 *or* .98 *percent below revenue of* $641,734 *collected during April,* 1970.

Commute book sales totaled $271,792, *down* $10,996 *or* 3.9 *percent below sales of* $282,788 *during the same month in* 1970.

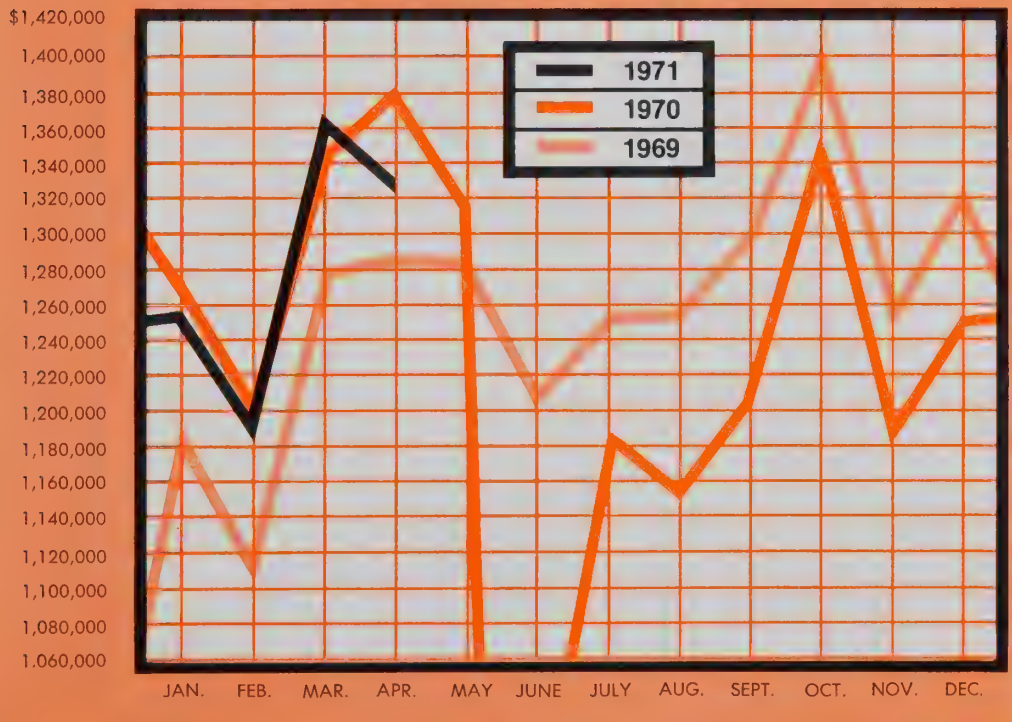
AC Transit carried 4,459,292 *passengers during April, down* 256,256 *or* 5.43 *percent below the* 4,715,548 *carried during the month of April,* 1970. *East Bay buses carried* 3,181,844, *down* 220,410 *or* 6.48 *percent below the* 3,402,254 *who rode during the same month a year earlier. On transbay lines, patronage for the month totaled* 1,277,448, *down* 35,846 *or* 2.73 *percent below the April,* 1970, *figure of* 1,313,294.

Operating costs during April were$1,817,571, *up* $145,888 *or* 8.73 *percent above year-ago expenses of* $1,671,683. *The system operated* 2,182,651 *miles of service, a decrease of* 32,901*or* 1.49 *percent below the April,* 1970, *mileage of* 2,215,552.

Total income of $2,087,151 *covered operational costs, depreciation and bond debt requirements, leaving a surplus of* $71,905.

The transit industry nationally indicated a riding decrease for the month of 3.92 *percent.*

3 year passenger revenue comparison



Actions of the Board

At a regular meeting June 9, the Board of Directors:

• Approved proposed 1971-72 advertising program and budget of $198,393, on motion of Director Berk.

• Approved service realignments of local Routes 14, 90/92 and 91—to take effect when BART initiates service on Oakland-Hayward line, on motion of Director Bettencourt.

• Approved special service fares for events at Memorial Stadium on the University of California campus, on motion of Director Daughtry.

• Authorized General Manager to execute contract with the U.S. Department of Transportation for a capital grant to aid in purchase of 30 coaches and LSN injectors for 462 coaches, on motion of Director Daughtry.

• Approved a joint exercise of powers agreement between AC Transit, BART and MTC, for conduct of technical study, on motion of Director Copeland.

Transit-Times

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508 16th St., Oakland, California 94612
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Joseph McCord, Editor

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Northbound buses return to Broadway Ending four years of downtown detours

Northbound buses moved back on Broadway in downtown Oakland on June 21, ending a detour considered unduplicated in local transit history.

All northbound buses moved off Broadway between 9th and 22nd Sts. in January, 1967, to clear the way for BART construction. Buses were routed to Franklin, one block away, where parallel service was offered to passengers.

Returning to two-way operations on the main thoroughfare were: Line 11-Oakland Ave., Line 40-Telegraph Ave., Line 42-Piedmont, Line 43 and 43A-Shattuck Ave., Line 51/58-College Ave., Line 59/76-Montclair-Broadway Terrace, and intercity express Lines 31-Richmond and 33-Berkeley.

Remaining on Franklin St. were: Line 12-Grand Ave., Line 18-Lakeshore, intercity express Lines 30-San Leandro, 32-San Lorenzo, 34-MacArthur Blvd., 36-Washington Manor, 38-Bancroft Ave. and transbay Line T.

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Vol. 14 No. 1 July 1971

Transit-Times

INSTITUTE OF GOVERNMENTAL STUDIES
AUG
UNIVERSITY OF CALIFORNIA

Pedal Power

Bicycle Bus Bridges Bay

District adopts new labor agreement; Pay and fringe benefits improved

A new, one-year labor contract was in effect this month between AC Transit and Division 192, Amalgamated Transit Union, with higher wages and increased fringe benefits granted.

The District Board of Directors, accepting the contract July 14 after union members previously had voted approval (see story, below), made its provisions retroactive to July 1.

Drivers' wages were boosted 37 cents per hour to $4.93 — an 8.1 percent increase. A cost of living increase, which would become effective if inflation continues, could be added in January. Early estimates put this at five cents per hour.

The package price of the new contract has been set at $1,804,223.

Under terms of the new contract, new drivers will receive $4.73 per hour during their first three months of employment and $4.83 per hour during their fourth through sixth months.

Trainee rate of pay is $2.92 an hour.

A new classification of machinist will be paid $6 per hour. Class AA mechanics will receive $5.90; Class A mechanics, $5.82; Mechanic B, $5.28; and Mechanic C, $4.85.

Clerical workers received a seven percent boost.

AC Transit will pay up to $33 per month for health benefits for each employee and his dependents. Effective March 1, 1972, the next policy year, the District's contribution will be increased to $35 per month.

A first under the new contract is a District contribution of $2.50 per month per employee for an insured dental care plan. The plan, however, is optional with employees.

Other contract provisions include:

- A reduction in spread time for regular run drivers from 10¼ to 10 hours.
- Holiday pay increased from double pay to two and one-half times pay.
- A bonus of one day of sick leave per year for workers who take no sick leave during a 12 month period.
- Funeral leave was upped from a maximum of two days to a new maximum of three days.
- Vacation, uniform and jury duty allowances were improved.

The new contract was accepted after 12 weeks of bargaining between the District and Union representatives.

Union workers Approve contract

By a vote of 777 to 390, Division 192, Amalgamated Transit Union employees accepted terms of the new contract negotiated between the Union and AC Transit.

The voting, conducted July 6, averted a threatened walkout by union employees; however, no date had been set for the work stoppage.

Negotiations still are under way on terms of a new pension agreement.

VOTING—Driver Stan Wyke, left, prepares to vote on the new labor agreement which union employees accepted by a 2 to 1 margin.

LEGISLATIVE RIDER— Sen. James R. Mills, center, president pro-tem of California Senate, leads first bus load of bikers riding from Berkeley to San Francisco. Below, cyclists prepare to board "Pedal Hopper."

'Pedal Hopper' service inaugurated

Bay Area bicycle enthusiasts had a major problem solved for them this month when AC Transit's "bicycle bus" went into service.

For the first time, bicyclists are able to board a bus with their bicycles, and be taken across the Bay Bridge to San Francisco.

Responding to numerous requests, the AC Transit Board of Directors authorized removal of half the seats from two reserve buses and the installation of bicycle racks. Spaces were provided for 24 bikes and 24 seated passengers.

The first run on July 8 attracted the president pro-tem of the California State Senate, an overflow load of cyclists and national attention.

Reporters and photographers from all media were present. Later trips attracted teams from Life magazine and a national television network.

Under the initial schedule, service is being provided on Tuesdays, Thursdays, Saturdays and Sundays. Three round trips are made now, but this may be extended if the service proves popular.

A mystery developed during the first week of service: according to careful records, more passengers and bicycles were carried from the East Bay to San Francisco than were returned.

CAMERAMAN — New service attracts nationwide attention, including this cameraman from CBS-TV, who shoots film for planned nationwide broadcast.

Do you remember Broadway?

FOUR YEARS AGO—When the photo to the left was taken during June, 1967, buses and other vehicles were making numerous detours to get around BART construction. Below, left, is another view and below, right, is the same area today.

A visitor walking or riding on Broadway in downtown Oakland might not believe it now, but less than two years ago the street bore a resemblance to a Normandy beach just after D-Day.

Almost one mile of street was torn up and covered over with wood planks. Immense piledrivers stood ten stories tall in the middle of the thoroughfare. Dozens of trucks came and went in a daily stream and sidewalks, cut to half their width, were cluttered with conduits, construction supplies and portable power generators.

The orderly chaos was caused by the building of two massive BART stations some 60 to 80 feet below street surface.

Now, the underground work is finished and Broadway, from 6th St. to W. Grand Ave., has been resurfaced.

Concurrent with the resurfacing, a beautification project added 35 concrete sidewalk benches, 64 trash receptacles, 60 modern newsracks, new fire hydrant covers and 200 sidewalk trees.

The trees, called London Plane — a species of sycamore — were carefully chosen because they are relatively disease free, require little maintenance, easily adapt to city air pollution and grow to a size in proportion to downtown buildings.

Their large leaves and light green color add brightness to city streets.

In addition to the street resurfacing, 60,000 square feet of new, exposed aggregate sidewalk were laid, as were 115,400 square feet of special, light-colored crosswalks.

Also included in the $1.8 million beautification project was some $600,000 worth of new street lights and poles.

The wood planking, which covered Broadway from 10th to 14th and from 17th to 21st, consisted of 12 by 12 inch rough Douglas fir timbers.

Nearly 6400 cubic yards of wood was used, at a cost of more than $1.3 million; however, the timbers were salvaged and have been used on other jobs.

Today, after almost four years of disruption, AC Transit buses and other traffic flows along Broadway, memories of the recent confusion blotted out by the beauty of the rebuilt street.

Tri-City bus system proposed

Bus service in the Fremont-Newark-Union City area may become a reality sometime next year if the recommendations of an eight-month long study are adopted by city councils of the three Southern Alameda County cities.

Recommendations for a three part system are contained in a final printed report scheduled for delivery to the Tri-City Transportation Board late in July.

Representatives of the three cities, AC Transit and BART have participated extensively in development of the engineering study, headed by James W. Schmidt of DeLeuw, Cather and Co. Summaries of the engineering findings were announced recently in the Tri-City area.

The three-part plan would consist of a conventional fixed-route system, a dial-a-bus operation and express-hour commute buses shuttling between the Fremont BART station and the General Motors assembly plant.

The conventional system would have three lines along main thoroughfares from 6 am to 8 pm, weekdays and Saturdays, for a 25-cent basic fare. The service would reach most, but not all, residential neighborhoods within the Tri-City area.

Supplementing the fixed-route system would be a dial-a-bus operation which would allow a rider to phone to have a bus pick him up at his home.

For a premium fare, the rider would be taken to one of several central locations, or could transfer to another bus taking him to other destinations.

The commute-hour shuttle service would take workers from the BART station directly to the GM plant.

Schmidt's report will recommend the acquisition of 23 vehicles — 12 small buses for the dial-a-bus operation and 11 conventional size coaches. All buses would be air-conditioned and would have two-way radios.

The recommended plan suggests the three cities should contract with AC Transit for organization and management of the system for a period of time. Annexation to the District could follow at some future date.

The proposed system will cost $1.1 million per and, if financed by a property tax, would require a levy in the Tri-City area of 22 cents per $100 assessed valuation.

Federal funds will help district purchase New buses, radio units and fuel injectors

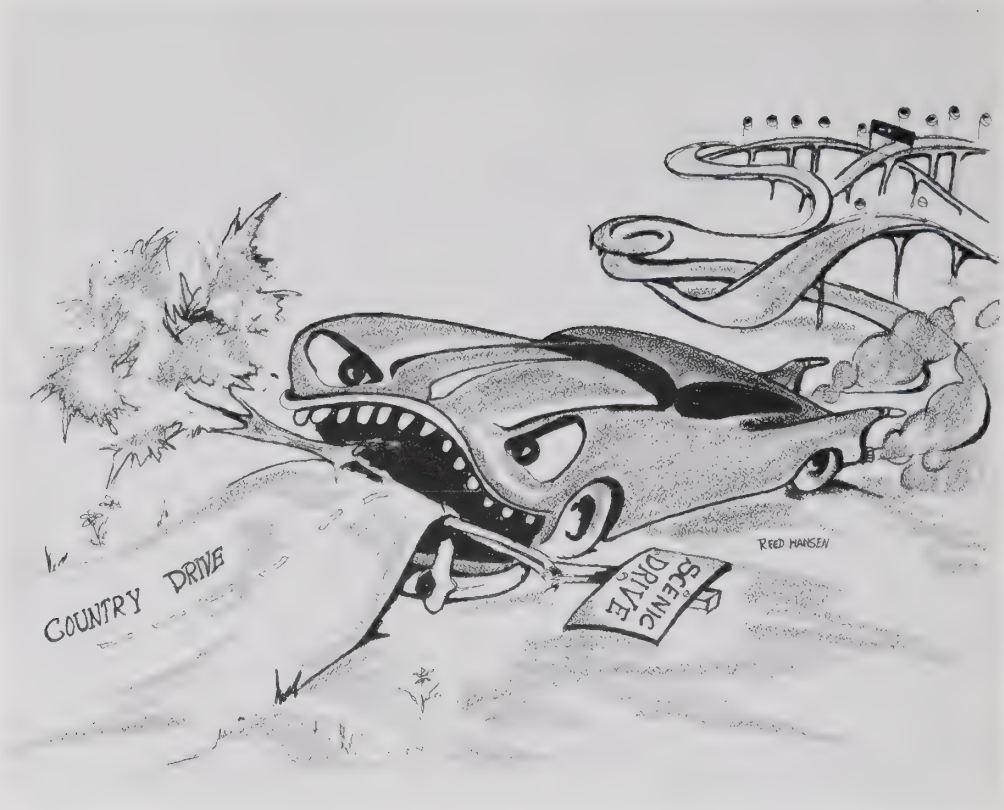
Additional money to help pay for two capital improvement projects will come to AC Transit because the San Francisco Bay Area has qualified for two-thirds federal funding.

The added money could total $432,552.

Previously, the Bay Area qualified only for 50 percent funding for transportation programs; however, the Mass Transportation Act of 1964 permits funding levels to be raised to two-thirds if an area meets regional transportation planning requirements.

Announcement of the transportation planning approval was made this month by Federal Transportation Secretary John A. Volpe.

The two projects affected by the change in funding levels involve the purchase of 65 new buses, radios for 160 buses and new-type fuel injectors for 462 buses. Completion of the latter project will mean that all of AC Transit's "new look" buses will be outfitted with the advanced fuel injector system, helping to reduce even further the already low amount of air pollutants discharged by diesel engines.



The Automobile, History of (1896–1984)

The internal combustion engine was successfully joined to a chassis and four wheels in Germany in 1896, or '7, or '4. It looked funny, and the people who are always around to say such things said "get a horse" and "who needs it" and "ha ha."

Later, in the United States, a young Irish lad figured that what was holding up the parade was the difficulty in making repairs and getting parts to fit; so he began an assembly line. Somebody else flattened out a couple of roads; the Irish lad raised salaries to $5 a day; another lad cornered the gasoline market by making the railroads give him special rates, and the horse was dead.

This may be the place to remark that the Irish fella had to establish systems for giving his money away and so did the fella in the gasoline game, but nothing much happened with the man who flattened the roads. There may be a moral here but probably not.

The REO was named for R. E. Olds, and so was the Oldsmobile. Chevrolet was a racing driver. Stanley was a Mr. Stanley. The Locomobile wasn't any crazier than any other car; it was merely an unfortunate coinage of loco, from a

place to a place, and mobile. Locomobile automobile was just too much, and it failed.

The automobile opened up the country for the average citizen and gave him a feeling of power. He got to love the car and shined it all the time. He petted it a lot and talked about his gas mileage and flats and speed, and his kids grew up with greasy hands from fiddling with the engine. and they were referred to as bright-eyed American lads who were born knowing all about machinery.

Later, the cars grew bigger and more powerful and faster, and everybody who was anything at all owned at least one car and built heated garages for them and bought special covers to keep the seats clean and specially mixed gasolines and put radios and air conditioners and bars in them and loved them and gave them cutely humorous nicknames such as "bus" to show that, although it was a romance, a real American is strong and not emotional like some foreigner.

As the affair grew stronger, men demanded more gifts for their cars. They removed ugly forests and put in grand highways. Along the highways they put up signboards with lovely pictures of even newer cars. They gave the cars the names of beasts and measured their value in terms of horsepower. They put roads into landscapes so the people could see them better without having to walk, and they put up stations with gay flags and colorful signs where the cars could refresh themselves. They gave them the streets of the city in their entirety and paved over huge areas of countryside for parking, and they built mile on mile of shoe stores and boat stores and mattress stores and lunch stands and salt-shaker stores and antique shops to cater to the people in the cars. They built motels for them. They constructed bridges and turnouts and millions of direction signs and warnings about falling rocks, and they put in toll booths and car ferries and automatic washers and inspection stations and repair depots.

In return for all this attention, the autos filled the air with valuable chemicals and blew their horns night and day. They were now more American than the people, because they were the end product of the iron mines of Minnesota, the oil wells of Texas, the art of the paint makers, the glass makers, the upholstery people, and the millions of workers of many major cities who made the thousands of turning things and electric things and gadget things. The big banks lent money to the car makers, and the little banks lent to the car buyers. Seven or eight million new cars arrived every year, and the automobile was the nation and the nation was the automobile.

In 1984 an automobile was elected President of the United States of America.

(From the Saturday Review, Sept. 1970, by Henry Morgan; Copyright 1970, Saturday Review, Inc. Reprinted with permission of Martin Levin, editor of "Phoenix Nest.")

Richmond operators continue record, Exceed safe-driving goal for 14th month

AC Transit's Richmond Division drivers, who set an all-time safe-driving record in May, continued their winning ways last month and extended their string.

Last month the drivers were honored with a plaque which recognized they had exceeded the district's "miles-per-accident" goal for 12 consecutive months. In June, they made it 14 months.

The goal is 13,250 safe-driving miles per accident. During June, Richmond operators averaged 13,673 miles. Early reports for July look good.

Emeryville drivers also went over the top last month, recording 14,253 miles per accident. It was the second straight month for them.

NEW EMPLOYEES

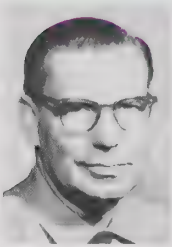
AC Transit welcomed these new workers in April, May and June

Jeffry A. Doty
Transportation
Emeryville

Victor M. Flores
Maintenance
Seminary

James E. Frank
Maintenance
Emeryville

Kathleen A. Garvin
P.B.X.
Emeryville



Chester Horton
Transportation
Seminary

Vance G. Horton
Transportation
Seminary

Larry Louthan
Transportation
Seminary

Lillian Lucero
P.B.X.
Emeryville

Richard Meier
Legal
General Office

Rosalita Ramos
Accounting
General Office

Frederick Salaices
Transportation
Emeryville

Henry Schlagel
Transportation
Emeryville

William Scoggins
Transportation
Emeryville

Donald R. Amos
Transportation
Emeryville

Delbert Anderson
Transportation
Emeryville

Antonio Castello
Transportation
Emeryville

Michael Dickinson
Maintenance
Emeryville

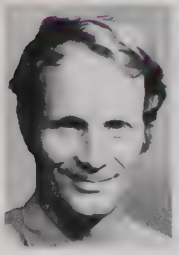
Laverne Gerhart
Purchases
Emeryville

Pascual Gutierrez
Maintenance
Emeryville

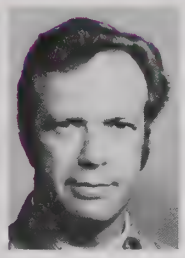
Claude D. Harris
Transportation
Emeryville

James A. Hill
Transportation
Seminary

Delbert J. Hix
Transportation
Richmond



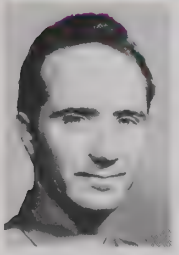
Ronald Melbin
Transportation
Emeryville



Clarence Norris
Maintenance
Richmond

Richard O'Connor
Maintenance
Emeryville

David Osborne
Transportation
Emeryville



Steven W. Seals
Transportation
Seminary

James A. Sutton
Transportation
Richmond

Patsy R. Turner
Schedules
Emeryville

Melody A. Van
Personnel
General Office

James Williams Jr.
Transportation
Emeryville

Employee's alertness Helps capture crooks

When AC Transit mechanic Terry L. French spotted two youths breaking into an automobile on San Pablo Ave. near the district's Emeryville yard, he knew exactly what to do.

French, who was parking a bus at the time, first sounded the horn to scare the thieves. When this failed, he used the on-board radio to notify Central Dispatch who quickly called police.

The youths were captured and French was awarded a citation for his alertness by General Manager Alan L. Bingham.

MECHANIC HONORED—Terry L. French, left, proudly displays the Community Service Citation he was awarded.

Pensioners ranks thinned by death

The list of AC Transit and former Key System pensioners was reduced by seven recently as death thinned their ranks. One active employee also died.

Roy S. Manhard, a trainman from July 15, 1913, until he retired Jan. 1, 1955, was 82 at his death on April 9. He is survived by his widow, Hazel M., 1150 W. Winton, Hayward.

Claudie L. McMahan, a driver who lived at 4311 Telegraph Ave., Oakland, died July 12. McMahan, 50, had worked since June 4, 1946.

Jack Morando, 70, was a service employee from Jan. 7, 1943, until his retirement Jan. 1, 1964. He died May 20.

Morando is survived by his widow, Rose M., who lives at the family home at 1866 Pleasant Valley Ave., Oakland.

Patrick J. Owens, 89, died April 7. He began as a brakeman on Nov. 20, 1922, and retired Feb. 14, 1947, as a trainman.

Owens is survived by his widow, Julia, four daughters, 17 grandchildren and 17 great-grandchildren. He lived at 1841 6th Ave., Oakland.

Andrew B. Pavich, 72, died April 25. He was a mechanic from Sep. 27, 1945, until his retirement on Nov. 1, 1965. He lived at 5606 Harmon Ave., Oakland, and is survived by his widow, Adelle.

Julius Roth, at 93 one of the oldest pensioners from Key System days, died June 30. Roth's service date was Feb. 1, 1912, and his retirement date was June 24, 1947. He was a rail operator.

Roth, who lived at 664 Spokane Ave., Albany, is survived by his widow, Elizabeth, and two daughters, Mrs. Alice Hayes and Mrs. Hazel Armstrong.

Herbert R. Voss, 67, who retired last April 1, died suddenly on June 25. Voss lived at 17068 Via Media, San Lorenzo, and is survived at that address by his widow, Jane, and teen-age son, David. Another son, Philip, is an AC Transit driver.

Voss started his transit career on Aug. 24, 1945, left for a few months in 1951 and then came back until his retirement earlier this year.

Godfrey Youngberg, a trainman for 30 years, died June 13 at the age of 84. He started Nov. 13, 1922, and retired July 1, 1952.

Youngberg, of 410 Norvell, El Cerrito, is survived by his widow, Maude.

Patronage, revenue figures dip during May

Patronage and revenue figures, in all categories except commute book sales, dipped during May compared to the previous year's figures.

Total passenger revenue for the month was $1,264,769, *down* $43,777 *or* 3.35 *percent below the* $1,308,546 *collected during May,* 1970. *East Bay revenue was* $670,536, *down* $34,162 *from the* $704,698 *dropped into fare boxes a year ago—a decrease of* 4.85 *percent. Transbay revenue for May was* $594,233, *down* $9,615 *or* 1.59 *percent below revenue of* $603,848 *collected during May,* 1970.

Commute book sales totaled $254,769, *up* $7,704 *or* 3.1 *percent from sales of* $247,065 *during the same month one year ago.*

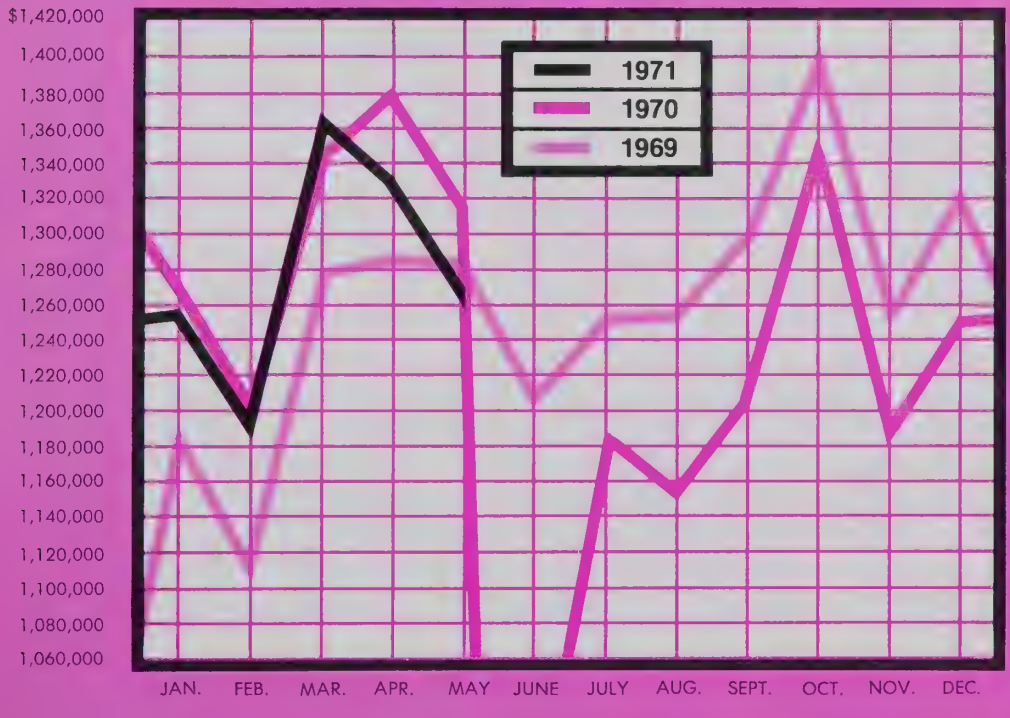
AC Transit carried 4,332,320 *passengers during May, down* 155,054 *or* 3.46 *percent below the* 4,487,374 *carried during the month of May,* 1970. *East Bay buses carried* 3,122,757, *down* 125,624 *or* 3.87 *percent below the* 3,248,381 *who rode during the same month a year earlier. On transbay lines, patronage for the month totaled* 1,209,563, *down* 29,430 *or* 2.38 *percent below the May,* 1970, *figure of* 1,238,993.

Operating costs during May were $1,786,579, *up* $104,611 *or* 6.22 *percent above year-ago expenses of* $1,681,968. *The system operated* 2,092,791 *miles of service, a decrease of* 13,798 *or* .65 *percent below the May,* 1970, *mileage of* 2,106,589.

Total income of $2,064,725 *covered operational costs, depreciation and bond debt requirements, leaving a surplus of* $80,862.

The transit industry nationally indicated a riding decrease of 7.21 *percent for May, compared to May,* 1970.

3 year passenger revenue comparison



Actions of the Board

At an adjourned regular meeting June 23, the Board of Directors:

• Referred the Tri-City Transportation Needs Study to the Project Development Committee for analysis, on motion of Director Copeland. (See story, Pg. 5)

• Authorized staff to attend and participate in the second annual Demand Responsive Transportation Conference, on motion of Director Bettencourt.

• Adopted service changes and route extensions, on motion of Director Bettencourt. (See story, this page)

• Amended federal grant application for 30 large buses to allow purchase of 20 large and 15 smaller buses instead, and authorized General Manager to prepare specifications and advertise for bidders for the buses upon receipt of necessary approvals, on motion of Director Bettencourt.

• Authorized experimental special service to carry bicycles and riders across the Bay Bridge, on motion of Director Bettencourt. (See story, Pg. 3)

• Approved the operating estimate for fiscal year 1971-72, on motion of Director Copeland.

* * *

At a regular meeting July 14, the Board of Directors:

• Approved District to take out membership in San Pablo Chamber of Commerce, on motion of Director Berk.

• Approved establishment of a self-insured program for Workmen's Compensation, on motion of Director Daughtry.

• Approved terms of the new labor contract as negotiated, on motion of Director Daughtry. (See story, Pg. 2)

Transit-Times

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Joseph McCord, Editor

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Line 32-Fairway Park Extended to Tamarack Dr.

An extension of Line 32-Fairway Park to Tamarack Dr. near the Hayward-Union City boundary will begin Sep. 7.

The new service, which was sought by residents of the area, will eliminate the one-mile trip they now have to make to board Line 32 buses at Gresel St.

At the same time, Line 32 buses and transbay Line R-Fairway Park buses will be rerouted from Mission Blvd. to Vanderbilt St., between Garin Ave. and Fairway St., to serve residents along Vanderbilt.

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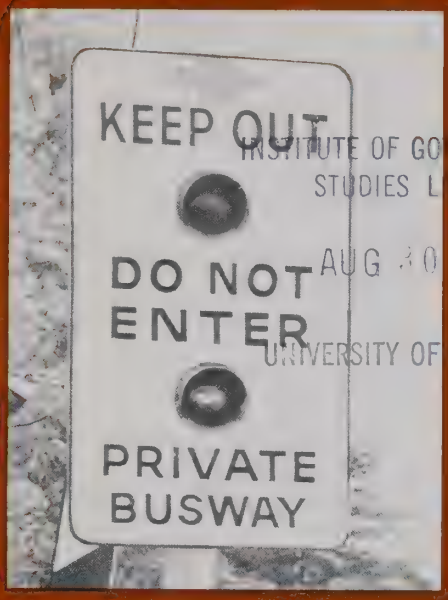
Transit-Times



INSTITUTE OF GO STUDIES L AUG 30 UNIVERSITY OF

Buses-only lanes speed travel time

A GOOD DEAL—Players in one of the longest running heart games anywhere contemplate their cards. Clockwise, from left, are: Larry Henderson, Pleasanton; Harry Lynch, Hayward; Sal Galvan, Fred Gerace and Arnold Soto, all of San Lorenzo. Not pictured is scorekeeper, Jerrye Zinnel.

The oldest, established, permanent Floating heart game in the East Bay

It may not make the Guiness Book of Records, but one of the longest-running card games known is played aboard an AC Transit bus every day.

A group of players, whose number varies depending on vacation schedules and job changes, has been playing Hearts on a Line 32-San Lorenzo Express every weekday morning, and most afternoons, for nearly 11 years.

Boarding the bus which leaves Fairway Park in Hayward at 6:32 a.m., different members join the group at stops along the way. The game usually starts in San Lorenzo and continues until the bus reaches downtown Oakland.

On the return trip, most of the players board the Line 32 bus which leaves 14th St. and Broadway at 4:23 p.m. and start a new game.

During the 11 years they have played approximately 5500 games over a distance of roughly 68,000 miles.

They claim to be "pretty evenly matched" as players but Arnold Soto, one of the original members of the informal club, admits: "Some of us are more evenly matched than others."

District operators establish new record

AC Transit drivers established an all-time high during July when they drove a record 16,258 safe-driving miles per accident.

All three operating divisions cooperated in establishing the record last month and all three exceeded the safety goal of 13,250 miles per accident.

Richmond drivers now have a string of 15 months of topping the goal and create a new record for individual divisions for each month they add to the mark. In July they averaged 18,075 miles per accident.

Emeryville drivers, now with a three-month string established, will try to keep their record unbroken. They drove 16,926 miles per accident last month.

Seminary Division operators bettered the goal during July with 15,213 miles per accident.

Whenever the monthly goal is bettered, drivers in that division are rewarded with free coffee and doughnuts.

Former transit worker Dies after short illness

Clyde A Meacham, a veteran street car operator, died in Kaiser Hospital, Oakland, on July 10 following a short illness. He suffered a stroke earlier in the month.

Meacham, 82, at his death, worked from Dec. 3, 1918, until his retirement July 1, 1955.

Livermore study

Bus service extension recommended

Bus service linking Livermore and the Amador Valley communities of Pleasanton, Dublin and San Ramon with the East Bay metropolitan area could become a reality as early as July 1, 1972.

An engineering report recommending creation of such a system has been accepted by the Livermore-Amador Valley Transportation Board. Recently, the Urban Mass Transportation Administration authorized printing of the report.

Once the report is printed, the Transportation Board can present it to city councils for implementation.

Prepared by consultants from DeLeuw, Cather and Co. of San Francisco, the report recommends express, local and subscription bus services.

The consultants outlined five different options for providing bus service. However, they recommended creation of a "county service area" with contracted operation by AC Transit.

After a trial period, the service area could be permanently annexed to AC Transit, engineers said.

Express buses, operating over two routes, would link the valley communities directly with the Hayward BART station. One of the routes would operate during weekday rush hours only.

The proposed local bus service would consist of small buses operating on fixed routes and a regular schedule, but with enough leeway in timetables to allow deviations from the route for doorstep pick-up or delivery at an extra charge.

Subscription buses

The third recommendation involves a subscription service between residential neighborhoods and major employers. This service would operate only during rush hours. Subscription buses then would be free for charter use or to carry students to local schools.

Assuming a two-thirds Federal grant to aid in purchase of small buses and other capital equipment, plus a BART subsidy for express buses connecting with BART stations, the proposed system would require local tax subsidy of about $173,000 per year. This would amount to 9.1 cents on the tax rate in the areas involved, but would have no effect on the tax rate in the areas currently served by AC Transit.

Driver cited for Role in capture

Wendell Stubbs, a 30-year-old driver with three years experience, was awarded the AC Transit Community Service Citation last month for chasing and capturing an alleged purse-snatcher.

Stubbs was operating his coach at Shattuck and University Aves. in Berkeley when he heard an elderly woman pleading with a young man to give back her wallet.

When the man ran off, Stubbs stopped the coach, ran after him and made a citizen's arrest. Stubbs then brought the youth back to the coach and used an on-board radio to summon police.

Wendell Stubbs

Exclusive busways under study

Can exclusive bus lanes be used to good advantage in localities served by AC Transit?

Over 200 opinion leaders will have an opportunity to consider the question—and pursue the possibility—as result of information distributed this month by the transit system.

A concise progress report on exclusive busways, produced by the Truck and Coach Division of General Motors, has been made available by AC Transit to community leaders on state, county and city levels.

The report details success of experimental programs underway across the nation which give commuter buses their own lane in rush-hour traffic on streets and freeways.

COVER—Exclusive lane for buses speeds travel for downtown passengers in Chicago. Peak hour commute coaches heading for Washington make use of inner freeway reversible lane to by-pass traffic congestion.

The by-pass lane used by AC Transit to zip through congestion at the Bay Bridge toll plaza during morning commute hours remains an outstanding example of moving people rather than vehicles.

Other programs further illustrate effectiveness of express lanes for buses during rush hours.

The exclusive bus lane provided on Shirley Highway in a northern Virginia suburban area, combined with bus-only curb lanes on downtown Washington Streets, now makes it possible for commuters to board express buses as far away as 12 miles and travel non-stop to destinations in the nation's capitol, at a time savings of up to 25 minutes.

In the New York City area, an exclusive bus lane on Interstate 495 on the New Jersey approach to the Lincoln Tunnel handles 500 buses carrying 21,000 passengers, each hour on inbound trips.

Seattle is making effective use of Interstate 5 and exclusive on-and-off ramps

NEW YORK-NEW JERSEY—Buses get priority through Lincoln Tunnel Plaza.

GOLDEN GATE—Bridge understructure will support bus lane system, engineers say.

BOSTON—Northbound buses use inner lane of southbound freeway to bypass autos during morning peak. Pattern reverses in p.m.

to reach the central business area.

In Los Angeles, initial engineering work is underway on an 11-mile exclusive busway to be built in the center of or alongside the San Bernardino Freeway, between the downtown area and El Monte. Supplementing the high speed service will be preferential curb lanes on downtown Los Angeles streets.

Some 12 miles of exclusive busway roads are planned for Pittsburgh, Pa., using railroad right-of-way, freeway and even a street car tunnel.

Milwaukee is looking at eight miles of express busway. Boston is testing the routing of buses on a zoned-off reverse lane on Southeast Freeway, to speed commuters to and from suburbs.

The Golden Gate Bridge Highway and Transportation District is planning express bus service between Marin County and San Francisco, with the use of the Golden Gate Bridge understructure for buses-only lanes.

Chicago has a variety of special lanes to speed the flow of buses, serving large concentrations of passengers.

Good mass transit can be—and is being provided by buses according to U.S. Highway Administrator F. C. Turner.

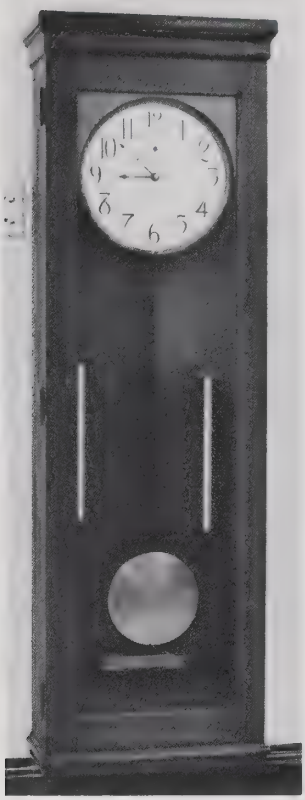
Exclusive busways can move people expeditiously and they can be provided relatively quickly and inexpensively, Turner pointed out in a recent address before the U.S. House of Representatives.

If there is interest in such a system, Turner said, the highway department stands ready to discuss details with state and city officials.

Further, all of the highway and roadbed facilities for a bus mass transit system can be provided from highway monies out of the Highway Trust Fund, Turner declared.

Mass transit, provided by buses on modern streets and freeways, is the real wave of the seventies, in the opinion of the highway administrator.

Master clock presented to District; Kept time in old Emeryville shops



Marking Time

The master clock that kept time for hundreds of workers at the old Key System shops is back ticking again, swinging off seconds in AC Transit executive offices in Oakland.

In its heyday, the master clock—located in the office of the master mechanic—ran all the time clocks at the Emeryville shops at 40th and Hollis Sts.

It was in those shops that street cars were built and repaired and trains kept in good running order. The men who worked there were craftsman who reportedly could do anything—and proved it, in 1938, when they hand-built the first articulated train unit to run across the then new San Francisco-Oakland Bay Bridge.

Although it wasn't economical to repeat that task, the men continued to excel at "everything from turning train wheels and axles to winding armatures for horn motors," according to Gordon G. Wadsworth, safety engineer and one of the veterans who remembers the shops.

The clock kept the record for mechanics, trainmen, welders, machinists, carpenters, storekeepers, foundrymen—even the blacksmiths who made up part of the crew.

During World War II, as many as 700 men in a 24 hour period punched in and out to the time of the clock as they made and rebuilt rolling stock for the East Bay's extensive transit system.

After they punched out for the last time in 1957 and the shops were closed, the clock was given to Gordon M. Robertson, superintendent of signals and communications. Following his death last November, it was presented to AC Transit by his widow, Jennie.

Retirement begins for six workers

Six AC Transit employees with 162 years experience among them will have retired by the end of summer.

Already retired is bus driver *Lee R. Thompson* of 1211 Dwight Way, Berkeley. Thompson, 70, began his career May 16, 1944, and retired July 1.

Retiring Sept. 1 is *Robert R. Bartlett,* 65, a driver since Aug. 20, 1944. He lives at 4389 Adeline St., Emeryville.

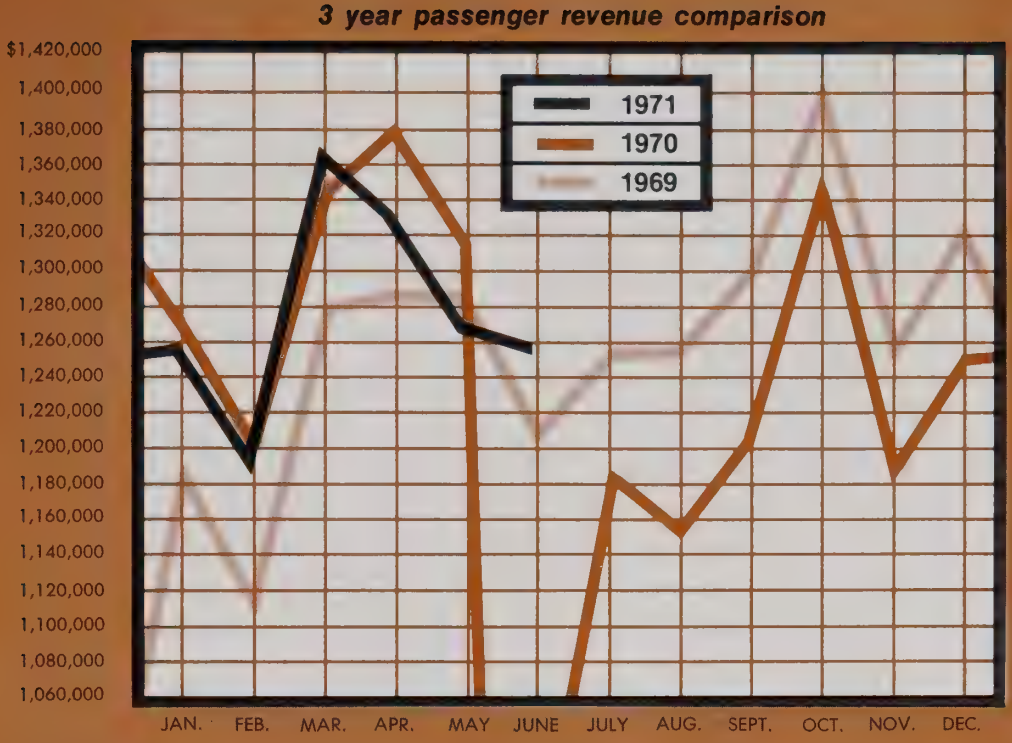
Clemuel F. Sims, who will celebrate his 65th birthday later this month, also will retire effective Sept. 1. Sims, a bus driver, has nearly a third of a century with AC Transit and predecessor companies. His original employment date was Jan. 27, 1939. He lives at 734 Pomona St., El Cerrito.

Retirement will begin Oct. 1 for:

Charles V. Ballard, 55, a mechanic, who had 30 years service on June 4. He lives at 15890 E. 14th St., San Leandro.

Wayne F. Dorothy, 64, who dates his service as a mechanic from Dec. 29, 1944, although he had worked for Key System prior to World War II. He lives at 339 Warwick Ave., Oakland.

Edythe M. Moore, a driver with 20 years of experience dating from April 18, 1951, who will take "early retirement." She lives at 15929 Marcella St., San Leandro.



Passenger and revenue figures for June were well above those compiled during the same month a year ago. However, a realistic comparison between the months cannot be made due to the 19-day work stoppage in June of the previous year.

Total passenger revenue was $1,252,625, *compared to the* $373,011 *collected in June one year ago. East Bay revenue was* $658,804 *in June, well above the* $191,738 *dropped into fare boxes during June,* 1970. *Transbay revenues in the month were* $593,821 *compared to* $181,273 *received in June one year earlier.*

Commute book sales totaled $262,388 *this June.*

Passengers carried totaled 4,215,669 *in June, of which* 3,021,367 *were East Bay passengers and* 1,194,302 *were transbay. Comparable figures one year ago were:* 1,207,206 *total,* 845,083 *East Bay and* 362,123 *transbay.*

Total income of $1,852,219 *left a deficit of* $209,464 *in meeting full bond debt requirements and operating costs.*

New line serves Watergate development

Tenants moving into the new Watergate development in Emeryville are discovering AC Transit was there before them.

An unusual agreement between the transit system and the real estate developers made bus service possible even as some of the earliest tenants began moving in. The developers are helping to underwrite costs of the new line.

The new service, Line 47, provides connections at San Pablo and Yerba Buena Aves. with transbay and East Bay routes. Transfer also can be made to express buses at Powell St. and Eastshore Freeway during morning peak, giving riders a fast 20-minute commute to San Francisco.

At an adjourned meeting July 28, the Board of Directors:

• Authorized Claims Manager to sign warrants, or warrant checks, up to $1000 in administering workmen's compensation insurance program, on motion of Vice-president Warren.

• Authorized attendance of two management employees at Urban Mass Transportation Management Seminar, on motion of Director Berk.

• Approved minor change in routing and layover point of lines 72 and "L," on motion of Director Bettencourt.

* * *

At a regular meeting Aug. 11, the Board of Directors:

• Referred bids for low sac needle injectors and tips to management for study, on motion of Director McDonnell.

• Approved amending joint exercise of powers agreement concerning local and feeder bus service in three outlying study areas so ratio of local contributions can be modified, on motion of Director Daughtry.

• Approved agreement with International Brotherhood of Electrical Workers, Local 1245, for new contract covering two workers, on motion of Director Copeland.

• Approved serving of General Manager and Manager of Research and Planning as alternates on Board of Control for joint AC Transit, BART and Metropolitan Transportation Commission study of bus-rail services, on motion of Director Copeland.

• Authorized presentation at Purdue Conference on Research, on motion of Director Copeland.

• Authorized General Manager to renew five-year advertising franchise contract with Metro Transit Advertising, on motion of Director McDonnell.

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Vol. 14 No. 3 September 1971

Transit-Times

To Merritt College

New express cuts Students' commute

How wage-price freeze affects workers

How does President Richard Nixon's freeze on wages and prices affect employees of AC Transit?

Answers may change with time or interpretations, but this is the situation to the best of current knowledge:

Q. What about the one-year contract agreement reached between Division 192, Amalgamated Transit Union, and AC Transit in June?

A. Wage increases, granted to union and non-union employees, retroactive to July 1, remain as they are now.

Q. What about the cost-of-living increase, which would become effective with the first pay period after Jan. 1?

A. This could not be paid, under present interpretation of the President's plan.

Q. Are modifications of the pension plan affected?

A. New pension modifications could be discussed, subject to further clarification, but additional benefits could not be paid under terms of the freeze.

Q. Would negotiated benefits be retroactive?

A. Any increases scheduled to be made under existing contracts or new contracts apparently would not be retroactive. However, the District is seeking further clarification on the two pension items.

Q. What about additional medical benefits, scheduled for March 1, 1972?

A. It is AC Transit's understanding the increase in medical benefits would not be paid if the wage-price freeze still is in effect.

Q. What about the new dental plan to go into effect January 1, 1972?

A. This also would be considered a violation of price control, under present interpretation.

Q. Would a new suggestion award program be put into effect?

A. Because it involves payment for awards, the program will be held in abeyance until controls are removed.

Q. Can a worker receive wage increases from step A to B, or B to C?

A. Step increases are frozen, but clarification is being sought.

Q. After qualifying, will bus drivers receive progressing step wage increases to top rate?

A. The District has received conflicting opinions and is seeking definite guidelines.

Q. Can promotions be made?

A. The District can make promotions or fill bona fide vacancies at salary levels not exceeding rates paid to the employee who previously held the job.

THE COVER—Students attending hilltop campus of Merritt College found new express bus service this month with start of Line 37—Warren Blvd. The line cuts previous travel time to Merritt in half, and also provides transportation for College of Holy Names and Montclair area students bound for the University of California. Workmen posting informational signs at bus stop pole in Berkeley are, left, Frank Lauricella and William O'Sullivan.

John Larson returns

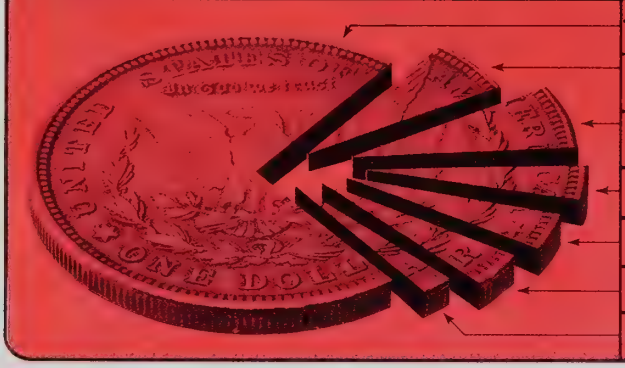
John F. Larson, AC Transit's first Treasurer-Controller, was back on the job this month in an interim capacity until the position is filled.

John F. Larson

Larson resumed his former position as a replacement for Robert D. Tough, who resigned to go to the Golden Gate Bridge, Highway and Transportation District as Deputy Auditor. Tough became Treasurer-Controller when Larson retired Dec. 31, 1968.

Larson joined AC Transit in 1959 after serving as chief financial officer for the world-wide Winslow Engineering and Manufacturing Co. He formerly was Treasurer-Controller of a major Los Angeles power transmission and bearing distribution firm.

DISTRIBUTION OF EXPENSES 1971/72 FISCAL YEAR



78.7%	$20,741,855	WAGES, SALARIES, EMPLOYEE BENEFITS, PAYROLL TAXES AND INSURANCE
5.4	1,417,735	MATERIALS, SERVICES AND SUPPLIES
5.3	1,395,050	EQUIPMENT AND BUILDING REPLACEMENT
4.3	1,136,742	REPAYMENT OF BONDED DEBT
3.8	990,000	FUEL, OIL AND TIRES
1.7	455,000	CLAIMS AND INSURANCE
.8	212,150	BRIDGE TOLLS AND TAXES

Deficit met from various sources

A projected budget deficit of $1,776,-489 for the 1971-72 fiscal year will be met through a combination of a small tax increase, anticipated federal grants and use of reserve funds, AC Transit directors have decided.

The board last month adopted an operating budget of $26,348,532 for the current fiscal year, an increase of $2,786,693 or 11.8 percent above the previous year's expenses of $23, 561,839.

The increase in the operating estimate was attributed to higher wages, higher material costs and the additional mileage the District expects to operate.

A tax increase of two cents per $100 assessed valuation makes the District's new, consolidated tax rate 31.1 cents.

Because of differences in assessment ratios, the tax is 30.8 cents in Alameda County and 32.4 cents in Contra Costa County.

The new tax is expected to generate about $502,500. The balance of the projected deficit is expected to be met through federal grants already authorized and by transferring contingency reserve funds.

Transit agencies meet on coordination

Representatives of the new Metropolitan Transportation Commission joined with AC Transit and BART Board of Directors this month in discussing transfer and joint fare procedures.

The three agencies are working together to evaluate the years of planning which have gone into coordinated services and to thoroughly test results after BART trains begin to roll.

Work already undertaken by the two Boards of Directors in previous meetings will be continued, with MTC helping to set a pattern for effective interfacing of the transit agencies.

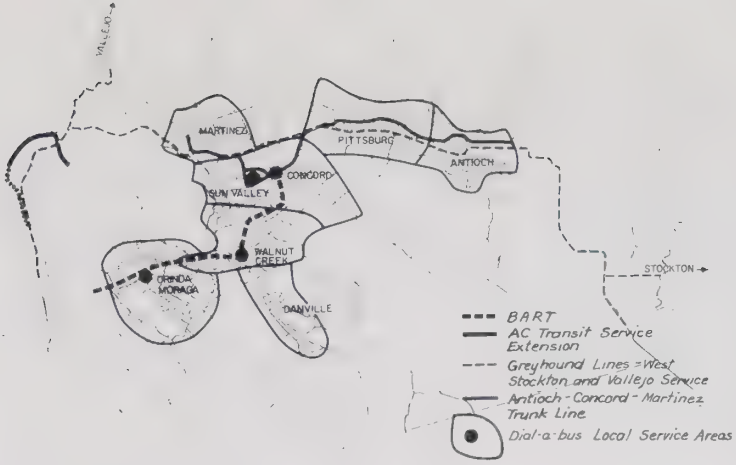
General agreement was reached at the first joint project meeting that the purpose of the AC Transit-BART-MTC coordination program is to provide the proper level of service, no matter which agency is providing the service.

Under the joint powers agreement executed by AC Transit, BART and MTC, three members were appointed by each agency to serve on a Board of Control.

Representing AC Transit are directors Robert M. Copeland, E. Guy Warren and Claude Daughtry.

BART is represented by directors Arnold Anderson, Richard O. Clark and Nello Bianco.

Representing MTC are Joseph P. Bort, Alameda County supervisor; James P. Kenny, Contra Costa County supervisor; and John C. Beckett, industrial representative from Santa Clara County.



CONTRA COSTA — The recommended plan for Central Contra Costa County is a mix of BART, AC Transit and an innovative system using 30,000 small, publicly - owned electric cars.

Extension recommendations detailed

Although all final decisions will be made by local governmental bodies, the AC Transit Board of Directors has pledged its "full cooperation" toward implementation of plans for public transportation systems in Central Contra Costa County and Southern and Eastern Alameda County.

The pledge came in the form of letters from Board President Ray Rinehart to city councils and boards of supervisors in both counties.

The District, he said, is prepared to assist in every way in developing the type and quality of transit services desired by residents in the affected areas.

New public transit systems for the three areas were recommended by engineering teams from De Leuw, Cather and Co., a San Francisco transit consulting firm, following nearly year-long studies.

Each of the three teams spent months in the field, conducting surveys, interviews and research. Once their raw data was gathered, the teams used computers to analyze riding habits of the hundreds of thousands of people involved and to make projections regarding use of public transit.

With the needed information in hand, the engineers drew numerous routes and schedules. They experimented, via computer, with different combinations of public transit to see which best served the needs of people involved.

Tri-City Area

For the Southern Alameda County

TRI-CITY AREA—In Fremont, Newark and Union City, engineers recommended buses on fixed routes to serve BART stations plus a dial-a-bus operation.

LIVERMORE — Engineers' recommendations for the Livermore-Amador Valley area feature rush-hour express buses to the Hayward BART station, local lines and a dial-a-bus operation.

cities of Fremont, Newark and Union City, engineers proposed a three-part system consisting of fixed routes, commute-hour charters and a dial-a-bus operation.

The fixed routes would connect residential areas with downtown sections of the three cities and the Fremont and Union City BART stations.

Subscription charter buses would carry commuters between the Fremont BART station and the General Motors assembly plant.

Residents living too far from any of the fixed routes would be served by a dial-a-bus operation. By phoning a central dispatch number, a patron could have a small bus pick him up at his door for a slight extra fee.

Livermore-Amador Valley

A similar plan was proposed for Eastern Alameda County communities.

Fixed-route buses would circulate within and between cities. Subscription buses would carry workers to Sandia and Lawrence Radiation Laboratory. A dial-a-bus operation would serve neighborhoods off the fixed routes.

In addition, morning and afternoon express buses would take commuters to the Hayward BART station.

Contra Costa County

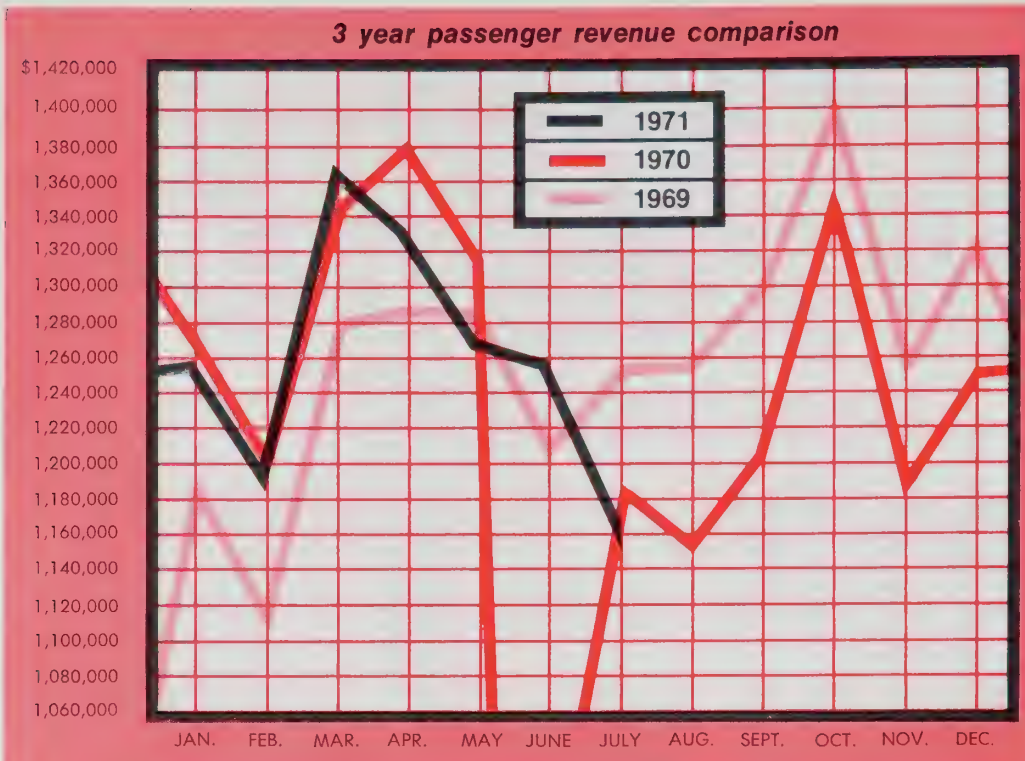
In central Contra Costa County, engineers felt the BART line would function as the major transportation corridor, with buses extending service to cities not served by BART.

A dial-a-bus operation throughout much of the central county would be a feeder system to BART stations, particularly for "low mobility" people.

The engineers also proposed a fleet of 30,000 publicly-owned, small electric automobiles. These cars would be parked at some 4,000 locations scattered throughout the county, giving easy access to most central county residents.

Under the engineers' plan, residents would use the small cars to get to BART stations or other central locations. Individual cars would be left for use by other riders. Users' costs would be tabulated by a computer.

As part of the same plan, Pinole in West Contra Costa County could be served by an extension of AC Transit lines now operating in that part of the county.



Patronage and revenue figures, in all categories except East Bay passengers, dipped during July compared to the previous year's experience.

AC Transit buses carried 3,796,981 *passengers during July, down* 55,877 *or* 1.45 *percent below the* 3,852,858 *carried during the month of July,* 1970. *East Bay buses carried* 2,722,424, *up* 21,281 *or* .79 *percent above the* 2,701,143 *who rode during the same month a year earlier. On transbay lines, patronage for the month totaled* 1,074,557, *down* 77,158 *or* 6.70 *percent below the July,* 1970 *figure of* 1,151,715.

Total passenger revenue for the month was $1,165,908, *down* $21,322 *or* 1.80 *percent below the* $1,187,230 *collected during July,* 1970. *East Bay revenue was* $613,021, *down* $2,740 *from the* $615,761 *dropped into fare boxes a year ago—a decrease of* .44 *percent. Transbay revenue for July was* $552,887, *down* $18,582 *or* 3.25 *percent below revenue of* $571,469 *collected during July,* 1970.

Commute book sales totaled $252,492, *down* $3,790 *or* 1.48 *percent from sales of* $256,282 *during the same month one year ago.*

Operating costs during July were $1,931,284, *up* $169,771 *or* 9.64 *percent above year-ago expenses of* $1,761,513. *The system operated* 2,076,598 *miles of service, a decrease* 21,378 *or* 1.02 *percent below the July,* 1970, *mileage of* 2,097,976.

Total income of $2,021,490 *left a deficit of* $112,120 *in meeting full bond debt requirements and operating costs.*

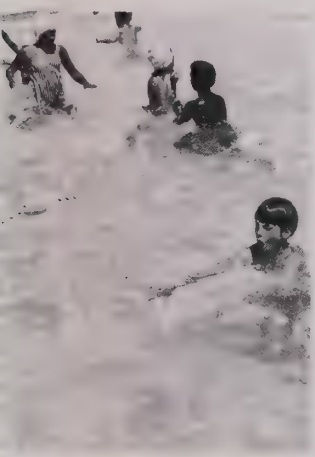
The transit industry nationally indicated a riding decrease of 6.06 *percent for July, compared to July,* 1970.

In the good old summertime

AC Transit employees, their families and friends enjoyed an old-fashioned summertime picnic Aug. 15 at Little Hills Ranch in San Ramon Canyon.

Among the activities were: a softball game, a rolling-pin throwing contest, a pie-eating contest, swimming, horseshoes and many games for youngsters.

The picnic was planned by Division 192, Amalgamated Transit Union.



Actions of the Board

At an adjourned regular meeting Aug. 15, the Board of Directors:

- Authorized General Manager to prepare specifications and seek bids for reroofing of buildings at Richmond and Seminary divisions, on motion of Director Copeland.
- Directed that lines 32-Oakland-Fairway Park and RF-San Francisco-Fairway Park be retained on Mission Blvd. rather than be rerouted via Vanderbilt St. as previously authorized, on motion of Vice President Warren.
- Authorized two new routes: Line 37-Warren Blvd., to serve Merritt College, and Line 95-Kelly St.-"D" St., to serve the Kelly Hill area of Hayward, on motion of Director Bettencourt.
- Authorized a minor rerouting of Line 43 from Virginia St. to Cedar St. in Berkeley and a curtailment of some runs on Line 56C-85th Ave.-64th Ave., on motion of Director Bettencourt.
- Authorized President to send letters to appropriate governmental bodies expressing District's intent to cooperate in any programs extending bus service to new areas, on motion of Director Bettencourt. (See story, Pg. 4)
- Authorized General Manager to negotiate contracts for school service, on motion of Director Bettencourt.
- Approved curtailment of bicycle bus operation, on motion of Director Bettencourt.
- Adopted a new consolidated tax rate of 31.1 cents per $100 assessed valuation, on motion of Director Copeland. (See story, Pg. 3)

Transit-Times

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ROBERT E. NISBET . . . . . Attorney
DONALD J. POTTER . . . Transportation Manager
WARREN E. ROBINSON . Transportation Engineer
GORDON G. WADSWORTH . . Safety Engineer

- Adopted a revised 1971-72 operating estimate, on motion of Vice President Warren.

* * *

At a regular meeting Sept. 8, the Board of Directors:

- Authorized board and management attendance at American Transit Association Annual Meeting, on motion of Director Bettencourt.
- Authorized board vice-president to sign checks in the absence of the board president or other authorized personnel, on motion of Director Bettencourt.

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Vol. 14 No. 4 October 1971

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AC Transit demonstrates

STEAM BUS

Our 'Stockholders' Write

. . . I applaud the new environmental control systems (EIP) which you have installed on some of your buses. Today, I was pedalling (my bicycle) along a crowded Berkeley street when I heard a bus approach from the rear . . . the bus drove by with hardly a smell at all . . . I hope to see it on more and, eventually, all your buses. Bravo for you!

Bill Holmes
El Cerrito

* * *

About a month ago I left my purse on a bus . . . It was turned in to Lost and Found that very same day by operator Ernest Dugar with everything intact. It is so encouraging to find an honest employee these days and I congratulate AC Transit on having Mr. Dugar for an employee.

Mrs. Bart Dineen
Oakland

* * *

. . . This driver (Michael J. Corral), seeing that I am blind, asked me, when I climbed on the bus, where did I want to go. He saw that I got the seat directly behind him, and he did not forget to call my street when the time came . . . He didn't have to be so helpful, but he was. So my thanks to him and best wishes all around.

Hazel Shirley
El Cerrito

* * *

Your drivers are generally courteous and efficient. However, I want to commend your Mr. Jim Brown for the outstanding job he does. He is a quiet, courteous, perceptive person with a genuine concern for people. He is not gabby, yet he has a friendly way of greeting people in the morning. In addition to that, he drives safely and is on time. I don't know what else one could ask.

W. A. Mannshardt
Oakland

* * *

Monday I rode an afternoon bus. I have never, in all my travels, met a nicer, more courteous driver than Mr. Eddie Levy. He is outstanding for your company and toward the passengers he serves.

Leita A. Mrazek
Oakland

* * *

I am writing to tell you that I am pleased with your buses and bus drivers. My good friend, Bill Keyes, drove the 67—Spruce-Colusa until he fell ill. Never before have I met a nicer man than he. If you could, please forward this note to him; or say "Hi, and get well," from his old pal—John, the paper-boy.

John Saylor (13 years old)
El Cerrito

* * *

. . . If any new Oakland resident should ask me what I like best about my home town, I would say "AC Transit. They'll get you anywhere in the city you could want to go, with speed, courtesy and safety, but most of all, they'll leave you with a *smile!*" . . . you probably think I'm going to ask something of you. You are so right! I'm only 19 now, and I want to see the *same kind of service* from AC Transit when I'm 119!

Tom Darby
Oakland

Small buses to be purchased

AC Transit will buy 15 smaller buses for use on neighborhood lines as part of a program aimed toward more economic and efficient operations.

The 33-passenger coaches will be included in an order for 35 new buses, funded under an amended government grant.

General Manager Alan L. Bingham told the Board of Directors at a meeting this month that extensive studies have shown decided advantages in utilizing smaller buses on a selective basis for certain low-passenger volume lines, including those serving hill areas.

The small buses will have the latest in design improvements, including a new type seat.

The other 20 coaches will be 51-passenger models, 102 inches wide, and will be equipped with Environmental Improvement Program kits, designed to minimize noise and air pollution.

The grant for $944,846, approved by the U.S. Department of Transportation, also will cover costs of converting the current basic fleet to an improved fuel injector. The new buses will have the same low sac needle injector, giving the District 497 coaches with the latest in ecological advances.

Project costs, totaling $1,417,270 for buses and injectors, will make AC Transit one of the first systems in the transit industry to take such extensive measures to minimize air and noise pollution.

The buses will have new flooring material to reduce noise levels within the coach and acoustical treatment between engine and passenger compartments. All will be equipped with two-way radios.

Wide picture windows will rise nearly to the ceiling, giving an unobstructed view. Advertising racks will be eliminated, with provision for installing two to four contoured advertising frames to accommodate advertising customers.

New bus seats will be featured in both models.

The larger coaches will have deep bucket seats with individual backs and cushions. Seats will be wall-mounted and supported with a center pedestal. Smaller buses will feature individually cast nylon seats with fabric pads. They also will be wall-mounted and have a center pedestal, adding to leg room and a look of spaciousness while allowing for easier cleaning.

(Continued on page 7)

Board urges free Transfers between Buses and BART

Passengers should be able to transfer free between AC Transit buses and BART trains, if the use of public transportation is to be maximized, in the opinion of AC Transit directors.

The board has adopted as policy the establishment of a joint AC Transit-BART fare structure which, hopefully, will require no separate charge for feeder service within any one fare zone.

Directors agreed, however, that neither transit agency is in a financial position, under present tax and fare policy, to absorb the costs of a joint fare.

The adopted policy includes the intent to jointly seek financial assistance to permit establishment of more effective coordination, including a free transfer.

In the meantime, the board decided both agencies should try, within their present financial ability, to establish at the outset of BART service a joint fare structure which would offer some fare reduction to passengers using both systems.

At present, the round-trip bus fare from Hayward to 12th Street, Oakland, is 80 cents.

(Continued on page 7)

DELIVERED — Handing-over of head sign symbolizes transfer of steam bus from engineers, through the state legislature to AC Transit. Participating in the ceremony, from left, are: William Brobeck, head of William M. Brobeck and Associates of Berkeley, the engineering firm which built the steam system; Assemblymen James W. Dent of Concord, John L. Burton, chairman, Assembly Rules Committee; Assemblywoman March K. Fong of Oakland; AC Transit President Ray Rinehart and General Manager Alan L. Bingham.

Steam-powered bus being tested

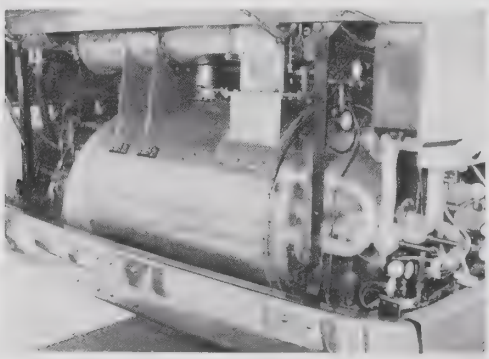
The first modern steam-powered bus was undergoing rigid testing and evaluation this month, before making a national appearance.

The bus was turned over to AC Transit by William M. Brobeck, head of a Berkeley engineering firm which developed the steam-power system under a grant to the California State Assembly by the U.S. Department of Transportation.

The engineers still are conducting performance checks, however, until the bus is sent to Washington, D.C., for a demonstration for Congress and DOT officials.

Rides in the bus will highlight a steam bus symposium sponsored by the Urban Mass Transportation Administration for transit system operators and representatives of bus and engine manufacturers.

STEAM UP — Raised tailgate of steam bus shows the steam generator and auxiliary equipment.



Among national figures slated to attend the Nov. 17 demonstration are John A. Volpe, U.S. Secretary of Transportation, and Carlos C. Villarreal, UMTA administrator.

At the wheel of the bus will be AC Transit training instructor Cecil Gross, who has been driving the bus since it was fired up in early August.

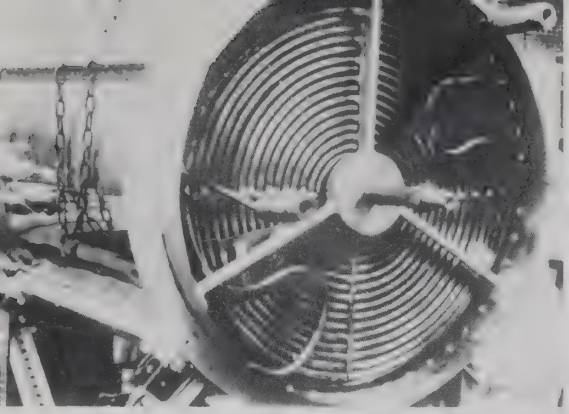
The steam-propelled coach was introduced to California Assembly members and Bay area news media at the Emeryville Division yard after it was officially transferred from a Berkeley machine shop to division maintenance.

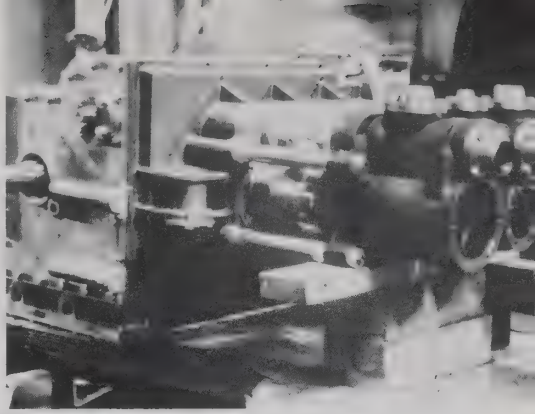
Considered a "demonstration power system" in advance of an actual prototype, the bus is a major Federal project to help lick air and noise pollution.

Air emission tests have not yet been disclosed, but noise level checks revealed the present steam bus is quieter than a diesel-propelled bus from the outside; however, there is as much or more noise inside as in a diesel bus.

In a new model, the entire power system would be enclosed in the rear engine compartment and noise would be considerably lowered, Brobeck said.

THE COVER—Special camera lens gives a futuristic look to AC Transit steam bus—a look compatible with future potential of a modern steam power system.





THE WORKS—Steam generator, left, and engine, right, are shown prior to installation. The generator contains 1400 feet of tightly coiled steel tubing through which water passes while being heated to steam. Double-compound engine consists of one high, and two low-pressure cylinders, visible at right.

The steam generator now is contained in the rear of the bus, while the engine, condensers and auxiliary parts are mounted mid-coach, under the floor. There is no difference in the appearance of the bus and familiar driver controls were retained.

Preliminary tests indicated:

• The power system is capable of delivering more horsepower than the diesel system replaced. The 51-passenger bus used for the project was manufactured by General Motors and powered by a six-cylinder Detroit diesel which advertised a maximum rating of 183 net horsepower at 2100 RPM. The Brobeck system, using a three-cylinder, double-acting compound expansion engine, has recorded 203 net horsepower at 2100 RPM using steam at 850 degrees Fahrenheit and 800 p.s.i.a. pressure.

• Because of higher horsepower and inherent high torque characteristics, the system delivers better acceleration.

• Fuel consumption at present appears to be greater than the diesel replaced.

• All exhaust steam is recovered by condensers, eliminating any steam loss.

• Substantially lower emission levels are expected.

The Brobeck steam generator is based on a monotube concept. No steam drums are used and there is no boiler to rupture in the event of an accident. Rather, a forced circulation of a small amount of water and steam is induced through 1400 feet of coiled steel tubing. A system of automatic controls governs the flow of fuel and water to provide the steam required by varying conditions.

To determine the modern application of steam power—one of the foremost of the external combustion systems—the experimental steam bus project was set in motion by the California State Assembly in December, 1968. The project was financed by a $1.6 million grant from UMTA/DOT, the first such grant made to a state legislative body.

Brobeck, one of three contractors selected to develop steam systems, was paired with AC Transit.

Lear Motors Corp., Reno, Nev., is to provide a bus and power plant for testing by San Francisco Municipal Railway. Steam Power Systems, Inc., San Diego, is equipping a bus for Southern California Rapid Transit District.

After demonstration in Washington, the bus will be returned to AC Transit for driver training before going into service on East Bay and transbay lines.

WAR-TIME LINE-UP—On July 1, 1944, a portion of the then Key System fleet stood ready for service. Included in this line-up are, from right: Model A service car No. 61, company-built wrecker No. 60, a Model 40 Twin Coach and, fifth from right, a one-and-only 1938 Ford bus.

SHORTY—The Model 19 Twin Coach, above, buzzed about the Berkeley hills when this 1940 photo was taken.

THE BRASS—Key System officials turned out in 1926, above, to welcome these two Safety Coaches to the fleet.

UNGLAMOROUS—No. 430, below, joined the fleet in 1935 but due to hard service and unavailability of parts during war-time, it didn't look too good by 1946 when this photo was taken.

Old photos recall Early bus days

Riders of AC Transit's modern, air-conditioned "new look" buses probably take their comfort for granted; but it wasn't too many years ago that today's conveniences were unheard of.

The photos on this page, which come from the collection of Robert A. Burrowes of Stockton, serve to remind us of what some of the early buses looked like.

They were the pride of the fleet when they were first introduced, but to borrow from a current commercial, "We've come a long way."

Burrowes, who has been taking photos of buses since 1936, now has a collection exceeding 1250 pictures and admits to having photographs of nearly 80 percent of all buses ever operated.

PUBLICITY PHOTO—When Key received its first Whites in 1941, No. 846, below, was taken to San Francisco and posed near the Bay Bridge.

New equipment funded by grant

(Continued from page 3)

The grant previously was approved to cover 30 larger buses and the fuel injectors, but was amended to allow purchase of the smaller units after the District determined operational and economical factors justified acquisition of some smaller coaches. No change in the overall budget was required because of lesser unit costs for the smaller buses.

It will be the first purchase of small coaches made by AC Transit since taking over from Key System Transit Lines in 1960. Small buses were part of the fleet since early bus days, with the last purchase of 27-passenger Ford buses made in 1946. During the same year, a fleet of 36-passenger General Motors buses was purchased, some of which continued in operation until 1966.

Financial aid sought For joint fare plan

(Continued from page 3)

The tentative BART fare, for the same round trip, is $1.40 — a 60 cent fare increase. An additional 50 cent round trip bus ride between a Hayward residential neighborhood and the closest BART station would bring the total fare to $1.90, or $1.10 more than the present bus fare. This is equivalent to a 137.7 percent fare increase.

How to arrive at a joint reduced fare — without outside financial help — has been one of the knotty problems under study by a transit coordination committee consisting of representatives of the two agencies plus the Metropolitan Transportation Commission.

As an optimum, AC Transit has sought the same transfer privileges now accorded its passengers. No charge is made by the bus system for riders transfering between East Bay lines, or between East Bay and transbay lines. Nor was any charge made by predecessor companies for decades.

If a transit rider has to pay a full bus fare plus a BART fare, his costs will be increased to where both systems will lose patronage, the board found. The result would be a greater use of automobiles, with a continuing detrimental effect on the environment.

AC Transit men to Attend management Training program

Two AC Transit men will join with representatives from other transit systems across the country at a management training seminar in Massachusetts in November.

The seminar, conducted by Northeastern University of Boston, will help participants broaden their prospective toward the impact of mass transportation on our modern, urban society.

Robert Gettys

Attending will be Dale Goodman, transportation superintendent at Emeryvilleville, and Robert L. Gettys, assistant claims manager in the Oakland General Offices.

The seminar, to be held Nov. 7 through 19, will be conducted at Weston, Mass., near Boston.

Among topics on the agenda are: "Urban Development," "Labor and Government," "Marketing, Economic and Financial Aspects of the Urban Mass Transit Business," "Management and Human Relations," "Management Communications" and "Law Enforcement and Loss Prevention."

Dale Goodman

NEW EMPLOYEES

AC Transit welcomed these new workers in July, August and September

V. M. Briganti
Transportation
Richmond

Philip B. Clarke
Transportation
Emeryville

Eugene L. Cota
Transportation
Emeryville

Larry J. Crow
Transportation
Emeryville

John W. Daniels
Transportation
Emeryville

Robert B. Dickson
Transportation
Emeryville

David L. Hanson
Transportation
Seminary

Kenneth J. Hefner
Transportation
Seminary

Edgar S. Jackson
Maintenance
Seminary

Carl J. Johnson
Transportation
Emeryville

Donald G. Jones
Transportation
Richmond

James H. Jones
Transportation
Emeryville

Richard R. Salles
Transportation
Seminary

David A. Schuette
Transportation
Emeryville

William Schuhle
Transportation
Emeryville

L. L. Smallwood
Transportation
Emeryville

John S. Snavely
Transportation
Emeryville

Delavan C. Smith
Transportation
Emeryville

Joe N. Alder Jr.
Transportation
Emeryville

Andrew L. Allen
Transportation
Seminary

Michael R. Aro
Schedules
Emeryville

Eldon L. Bain
Transportation
Emeryville

John W. Bell
Transportation
Seminary

David G. Fokes
Transportation
Seminary

R. E. Frambes
Transportation
Seminary

W. L. Gobbell Jr.
Transportation
Seminary

S. W. Goddeill
Transportation
Seminary

J. M. Goodman
Transportation
Emeryville

Lyle H. Hager
Transportation
Seminary

Russell J. Justi
Transportation
Richmond

Dennis L. Martell
Transportation
Seminary

J. McNorton Jr.
Transportation
Richmond

Kenneth C. Olson
Transportation
Emeryville

Glenn T. Purdy
Transportation
Richmond

Jack L. Redmond
Transportation
Richmond

J. R. Sutherlin
Transportation
Richmond

Gerald L. Teach
Maintenance
Emeryville

Cecil R. Van Diver
Transportation
Richmond

Jerry E. Van Dyke
Transportation
Emeryville

W. A. Wardy Jr.
Maintenance
Emeryville

H. R. Williams
Transportation
Emeryville

"Radio Alert"

Oakland police award certificate To driver who aided in capture

Richmond Division driver *John W. Ashley* has been awarded a Certificate of Appreciation by the Oakland Police Department for his aid in the recent capture of four burglary suspects.

The efforts of seven other drivers who alerted police to emergency situations also were noted in an official Oakland Police bulletin.

Ashley and the other drivers participated in the "Radio Alert" program through which police are notified of incidents through on-board radio calls to Central Dispatch.

According to the police certificate, Ashley spotted four men fleeing the scene of a clothing store burglary. He radioed in a description of the suspects' vehicle and their direction of flight. With this information, relayed from CD, police were able to capture the suspects.

Other drivers credited by police with reporting incidents and emergencies were: *Julian DeWatney* and *Ernest Dugar* of Emeryville Division; *Richard McVay* of Richmond Division; *James Daniels, Mrs. Fay Engelage, Michael Orona* and *Dalton H. Powell* of Seminary Division.

According to Oakland police, AC Transit operators have turned in more reports than any other organization participating in the program.

Pensioner, driver die In recent weeks

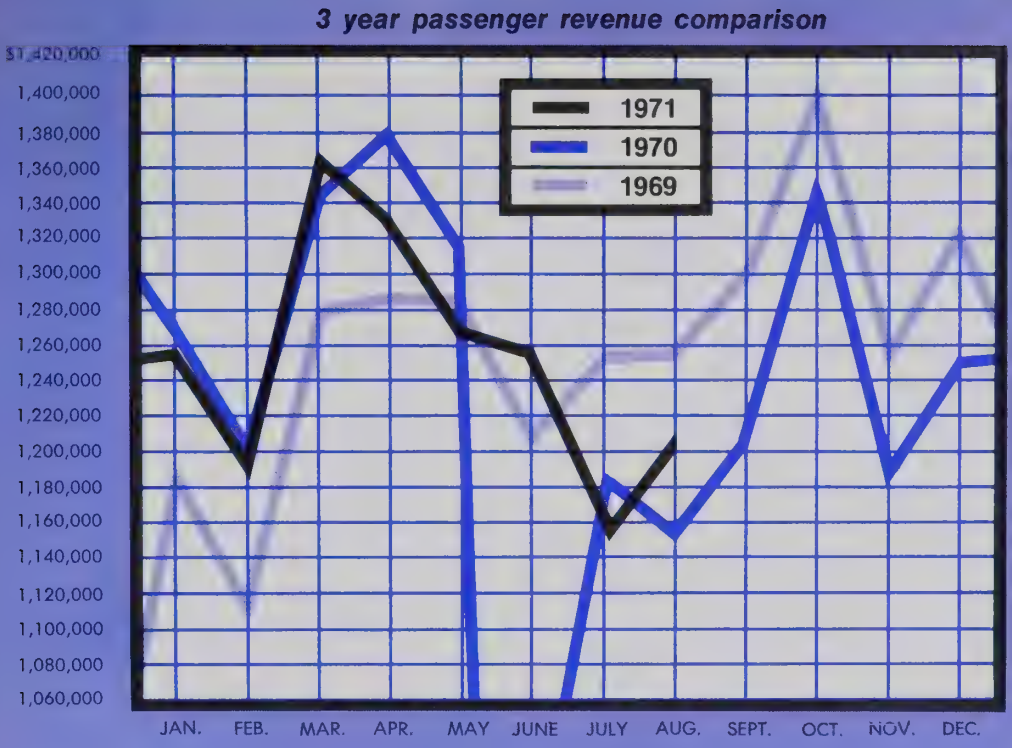
Two transit men, a long-time pensioner and an active driver, died within the past few weeks.

John C. Valladao, 85, died of a stroke on Aug. 19. He was first employed as a street car operator on Oct. 17, 1910 and became a motor coach operator in 1936.

Valladao, who retired June 1, 1951, lived at 1926 Leila St., Castro Valley. He is survived by his widow, Lorene.

Driver *Ralph S. Gomez,* 37, died Oct. 2 of gunshot wounds. Employed Dec. 9, 1965, he is survived by his widow, Josie, and four children: Joan, Ralph Jr., Richard and Pamela. The family lives at 2521 Fruitvale Ave., Oakland.

UNITED CRUSADE — AC Transit management launched the 1971 United Crusade drive at a meeting with Crusade Chairman Larry Hoyt and assistant John Weisser. Attending were, seated from left: Cecil Hipsley, Avonne Bradshaw, Mrs. G. L. "Mo" Modjeski, General Manager Alan L. Bingham, Hoyt and Nick Alevizos. Standing, from left, are: Les Minear, Bob Detloff, David Rodrigues, Don Potter, Dick Bertz, Howard Beebe, John Larson, Carl Knutson, William Skilling, William Gauer, James McCracken, John Krajcar and Weisser.



August shows gains in all categories

Gains in all categories of patronage and revenue were registered during August, including a healthy 6.8 percent jump in commute book sales.

Total passenger revenue for the month was $1,207,600, *up* $50,967 *or* 4.41 *percent above the* $1,156,633 *collected during August,* 1970. *East Bay revenue was* $631,876, *up* $28,708 *from the* $603,168 *dropped into fare boxes a year ago---an increase of* 4.76 *percent. Transbay revenue for August was* $575,724, *up* $22,259 *or* 4.02 *percent above revenue of* $553,465 *collected during August,* 1970.

Commute book sales totaled $266,657, *up* $17,047 *from sales of* $249,610 *during the same month one year ago.*

AC Transit carried 3,797,974 *passengers during August, up* 89,889 *or* 2.42 *percent above the* 3,708,085 *carried during the month of August,* 1970. *East Bay buses carried* 2,678,600, *up* 83,456 *or* 3.22 *percent above the* 2,595,144 *who rode during the same month a year earlier. On transbay lines, patronage for the month totaled* 1,119,374, *up* 6,433 *or* .58 *percent above the August,* 1970, *figure of* 1,112,941.

Operating costs during August were $1,868,164, *up* $195,499 *or* 11.69 *percent above year-ago expenses of* $1,672,665. *The system operated* 2,107,207 *miles of service, an increase of* 81,186 *miles or* 4.01 *percent above the August,* 1970, *mileage of* 2,026,021.

Total income of $2,032,717 *left a deficit of* $39,183 *in meeting full bond debt requirements and operating costs.*

Actions of the Board

At an adjourned regular meeting September 22, the Board of Directors:

• Authorized public hearing on a Federal grant application to finance estimated capital needs for the next five years, on motion of Director Copeland.

• Authorized special service to the Oakland Coliseum should the Oakland Athletics participate in play-off or World Series games, on motion of Director McDonnell.

• Authorized Assistant General Manager for Personnel to appear before U.S. Senate Labor Sub-Committee in Washington, D.C., on motion of Director Berk.

• Authorized General Manager to attend Conference on Organization for Continuing Urban Transportation Planning, on motion of Director Bettencourt.

• Authorized continuing pension of former Treasurer-Controller during temporary re-employment, on motion of Director Copeland.

• Adopted general prevailing rate of per diem wages and fringe benefits on construction work for the District in Alameda and Contra Costa counties, on motion of Director Bettencourt.

* * *

At a regular meeting October 13, the Board of Directors:

• Adopted, as a long-range policy, that riders should not be required to pay separate fare for feeder service to BART stations, on motion of Director Copeland.

(See story, Pg. 3)

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Drivers in all three divisions exceed Safe-driving goal during September

Drivers in all three AC Transit operating divisions exceeded their safe-driving goals during September.

Emeryville drivers were highest with 18,237 miles and now have five months of topping the goal of 13,250 safe-driving miles per accident.

Richmond drivers, who had a 15-month-long record until August, started a new string in September with 13,889 safe-driving miles.

Seminary drivers, who set an all-time division high during August with 19,986 miles, followed this with 14,311 miles per accident during September. They now have a three-month string going.

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Transit-Times

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UNIVERSITY OF CALIFORNIA

Steam Bus shown to Congress, DOT

More lines rerouted to serve BART

Realignment of another nine local lines to serve the southern Alameda County branch of BART was approved by the AC Transit Board of Directors at a recent meeting.

Directors are making a line by line study of rerouting proposals, with realignments to be coordinated with the scheduled March opening of BART's Hayward-Oakland train service.

AC Transit will have 63 different bus lines serving 10 of the stations involved in initial operations.

The board continued study of proposals to cut back inter-city express Lines 30 and 32 and rerouting them to serve BART stations in Hayward and San Leandro.

Realignment of the two lines was referred back to committee for further consideration after Ben Dobus, 180 Gloria St., Hayward, presented a petition on behalf of Line 32 riders.

Dobus said passengers wanted continued express bus service into downtown Oakland because of higher projected fares on bus-rail operations and relatively little time saving.

Steam Bus unveiled in Washington, D.C. Senators Cranston, Tunney among riders

The nation's first modern steam-powered bus was demonstrated on Capitol Hill this month to show Congress the progress being made in building new low-pollution mass transit vehicles.

Legislators, including California Senators Alan Cranston and John Tunney, were given rides aboard the bus as part of a day-long steam bus symposium sponsored by the Department of Transportation's Urban Mass Transportation Administration (UMTA).

High-ranking officials who also rode included U.S. Secretary of Transportation John A. Volpe, Undersecretary James M. Beggs and UMTA Administrator Carlos C. Villarreal.

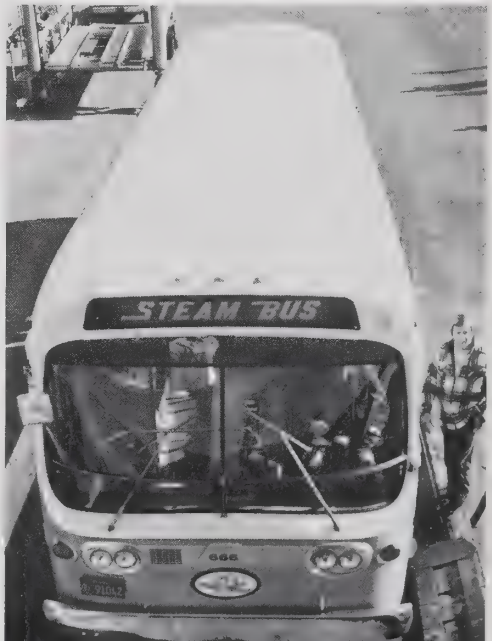
THE COVER—AC Transit driver Cecil Gross and engine designer William Brobeck discuss operation of the Steam Bus while Capitol Building looms in background.

In keeping with the importance of the event, the bus was outfitted with blue flags adorned with gold grizzly bears. Signs on both sides identified it as "California Steam Bus."

Blue-green carpeting and soft background music were added touches to the interior of the bus.

Although considered a pre-prototype, the bus already has bettered California's 1975 standards for carbon monoxide emission by more than 12 to 1, and beats standards for hydrocarbon and nitrogen dioxide emissions by slightly more than two to one.

Shipped both ways across the country by boxcar, the bus is expected to go into experimental service on regular AC Transit routes some time in December.



ON TO WASHINGTON—Steam Bus, right, is shown as it was being driven into a Santa Fe boxcar for shipment to nation's capital.

Governor Reagan signs bill To levy sales tax on gasoline

Governor Ronald Reagan this month signed into law a bill levying a sales tax on gasoline, with proceeds from the tax to support public transit systems—at least in urban areas of the state.

Estimates of the amount of money to be raised statewide by the tax range from $150 to $170 million each year.

No determination has been made of the amount AC Transit might expect from the tax which begins July 1, 1972.

The law gives local governments power to determine public transit priorities in their own communities. In the Bay Area, the Metropolitan Transit Commission will determine transit priorities.

Counties having fewer than 500,000 people will be allowed to spend their share on roads and highways.

In the more populous counties, the money will be set aside for public transportation systems.

Up to now, local public transportation systems—including AC Transit—have received no state subsidy whatsoever and depend on fare box revenues and local property taxes for the bulk of their income.

The bill passed the State Senate 27 to 4 and the Assembly 44 to 15.

Because of the need for administrative regulations and other requirements, money from the new tax is not expected to be available until late in 1972.

BART, AC Transit reach tentative accord On one-way free transfers between systems

A tentative agreement calling for one-way free transfers from BART to AC Transit, for riders using both systems, was reached in Oakland this month.

The plan, not yet fully adopted, would provide a BART rider with a free transfer on leaving a BART station. The transfer would be good for a one-zone ride aboard an AC Transit bus.

Revenue losses under this arrangement would be borne equally by BART and AC Transit.

The plan was part of a four-part proposal offered the two transit districts by Joseph Bort, Alameda County supervisor and chairman of the Metropolitan Transit Commission.

Bort's proposal was accepted by the two BART and the two AC Transit board members present at the meeting.

Bort explained that a rider who uses both systems would pay full fare on a bus taking him to BART, he would pay full fare both ways on BART, but he would get a free transfer on leaving a BART station. If he goes beyond one zone, he would owe an additional fare.

The policy of the AC Transit Board of Directors, however, is that ultimately there should be no separate charge for feeder service to BART, within any one fare zone.

In addition to the free transfer and loss split features, the other parts of Bort's proposal were that AC Transit would "substantially" reduce operations on lines paralleling BART's lines, and that none of the tentative agreements are binding on either district. Final agreements will be worked out after some operating experience has been gained.

Because of lead-time factors, BART probably will not have transfer-issuing machines by the time of its scheduled opening next March. Rather than defer the beginning of the joint transfer arrangements, AC Transit General Manager Alan L. Bingham suggested employees hand out the transfers until machines are acquired.

LOW POLLUTION ENGINE — Richard V. Davis, center, points to components of engine which runs on liquified natural gas. Listening to Davis' explanation are AC Transit Board members, from left, Claude Daughtry, John McDonnell, William E. Berk and Board Vice President E. Guy Warren.

Liquid natural gas bus investigated

AC Transit, long an industry leader in air pollution reduction, is investigating a bus which burns liquified natural gas (LNG) as fuel in a modified diesel engine, resulting in lower emissions.

Members of the District's Board of Directors were given a demonstration ride aboard the bus just prior to their Nov. 10 meeting. Richard V. Davis, regional manager of Flxible Co., manufacturer of the bus, explained the engine's features at the board meeting.

According to Davis, anticipated future refinements will allow the LNG engine to meet 1975 California emission standards for heavy-duty engines.

The bus is similar in appearance to General Motors coaches now operated by AC Transit and has a standard Cummins diesel engine modified to burn LNG.

Davis said the LNG engine delivers more horsepower than the standard diesel engine; however, conversion could run between $3000 and $4000 per coach.

Added fuel costs also might mean higher operational costs, Davis indicated.

Alevizos named 'Outstanding Greek'

Nicholas P. Alevizos, superintendent of AC Transit's Richmond division, was honored this month as the outstanding Greek immigrant in the East Bay.

The award was presented by the International Institute of the East Bay and honored Alevizos for his years of effort in community activities such as United Crusade, Red Cross, Richmond Chamber of Commerce and the Masonic Order.

Nicholas Alevizos

Alevizos, 70, was born in Tripolis, Greece, and came to the United States in 1916, earning his citizenship in 1924.

POLICE AWARD — Emeryville division driver Lewis C. Scott, right, accepts a Certificate of Appreciation from Oakland Police Chief Charles R. Gain in recent ceremonies in the chief's office. The 36 year old Scott received the award for his part in the capture of two youths who were taking coins from parking meters.

Bay Area newspapers comment On new gasoline sales tax law

Bay Area newspapers responded editorially this month when Governor Ronald Reagan signed a law levying a sales tax on gasoline, requiring the automobile to help pay for the cost of public transit in California.

The tenor of the editorials was a dislike of an additional tax, but recognition of the need.

The San Francisco Examiner, in a Nov. 5 editorial, said in part: "We too are not altogether happy with the measure . . . nevertheless, we are glad (Gov. Reagan) signed it. It is the only measure the Legislature is likely to produce aiding transit.

"Without it, a serious possibility would have existed that millions of dollars of Federal transit grants would be lost to California for lack of the necessary matching money . . .

"Every large city and metropolitan area in California sorely needs transit money. The (Sen. James) Mills bill will not solve their problems, but it will help substantially."

The Oakland Tribune, on Nov. 9, declared: ". . . there simply was no practical alternative to the Mills measure."

The Tribune's position is that both transit and the highway network are needed. "The two transportation systems are not, in fact, inimical," the East Bay newspaper editorialized. "It is important to have a Bay Area Rapid Transit system, for example, but if the trains don't go where some of us find it necessary to travel, then it's important we have good roads and bridges to get there."

Calling the Mills bill "the practical result," the Tribune said it "reasonably resolves a potentially divisive and quite non-productive dispute" between those who want more money for highways and those who feel transit's needs are more important.

Drivers continue Safe-driving strings

Drivers in two of AC Transit's three operating divisions are working on extending their strings of exceeding their monthly safe-driving goals.

Emeryville drivers, who drove 15,105 miles per accident during October, now have topped their goal of 13,250 miles per accident for six months.

Seminary drivers have exceeded the same goal for four months, going over the top with 14,211 safe-driving miles per accident during October.

Death thins ranks Of pensioners

The ranks of AC Transit pensioners were thinned during recent weeks with the deaths of three transit veterans.

Frank P. Burns, who spent his entire career with predecessor companies, died Oct. 30 at the age of 78.

Burns started as a street car conductor on May 20, 1920, and retired Nov. 1, 1959, as a motor coach operator.

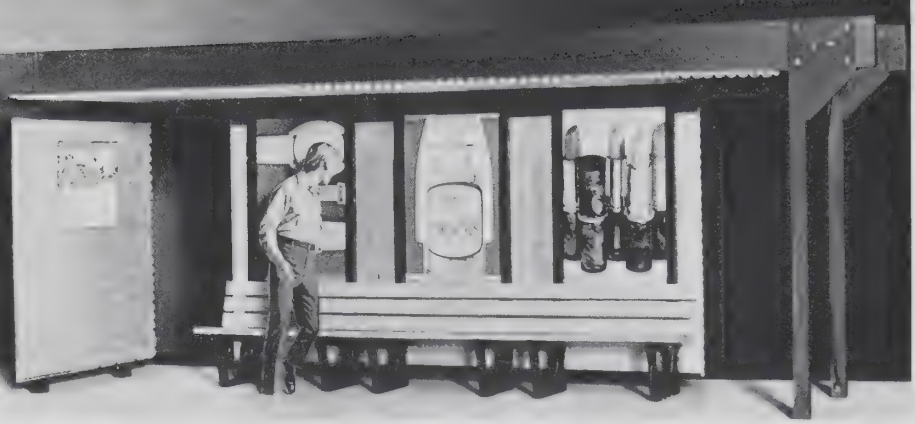
William M. Castlebary, who died Nov. 4, one week before his 68th birthday, had a long and varied career with AC Transit and Key System.

Castlebary began as a bus driver on Nov. 7, 1941, and moved up through the ranks as dispatcher and supervisor before being assigned to Central Dispatch.

From Jan., 1951 through Feb., 1963, he was Secretary to Division 192 of the Carmen's Union before returning to AC Transit and retiring Oct. 1, 1964.

Castlebary is survived by two sons, a daughter and his widow, Iona, a PBX operator at Emeryville Division.

Wallace A. Jenkins, who started as a bus driver on Oct. 21, 1942, and retired as a supervisor on Nov. 1, 1965, died Oct. 12. He was 75.



THE IDEA—Photo, above, shows three-dimensional scale model, with cardboard cut-out of man, which won prize for Cepernich.

THE REALITY — Antone Cepernich looks proudly at shelter, left, after it was installed at corner of Atlantic and Webster in Alameda.

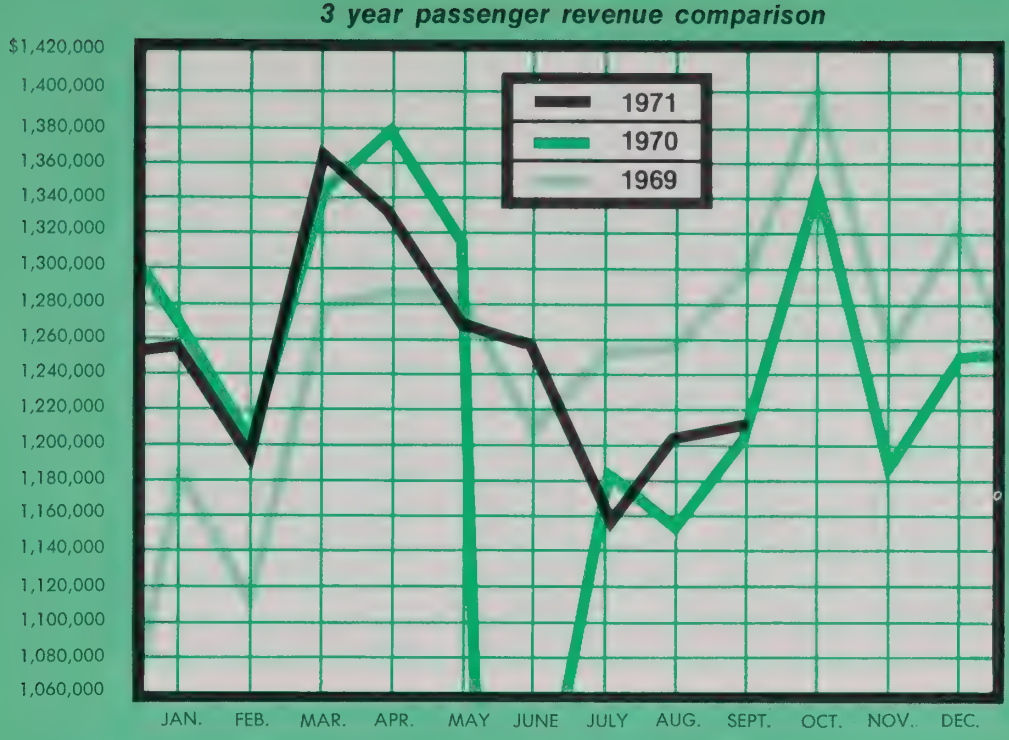
Student-designed Bus stop shelter Now in Alameda

Installation of a new bus stop shelter at Atlantic Ave. and Webster St. in Alameda is the first visible result of a project begun earlier this year.

The shelter, designed by Antone Cepernich of Richmond, was one of four winners in a design competition conducted at the University of California's College of Environmental Designs, Department of Architecture.

Some 45 students participated in the project.

THE RECOGNITION — Alameda Mayor Terry LaCroix, Jr., right, stands with Cepernich to read the plaque which commemorates installation of the first such shelter in the East Bay.



September figures hold steady

Only minor variations in patronage and revenue figures were registered during September, compared to the same month one year ago.

Total passenger revenue for the month was $1,214,487, *up* $1,909 *or* .16 *percent above the* $1,212,578 *collected during September,* 1970. *East Bay revenue was* $653,809, *down* $1,309 *from the* $655,118 *dropped into fare boxes a year ago—a decrease of* .20 *percent. This slight drop was offset by a* .58 *percent increase in transbay revenue—up* $3,218 *to* $560,678 *from the* $557,460 *collected during September,* 1970.

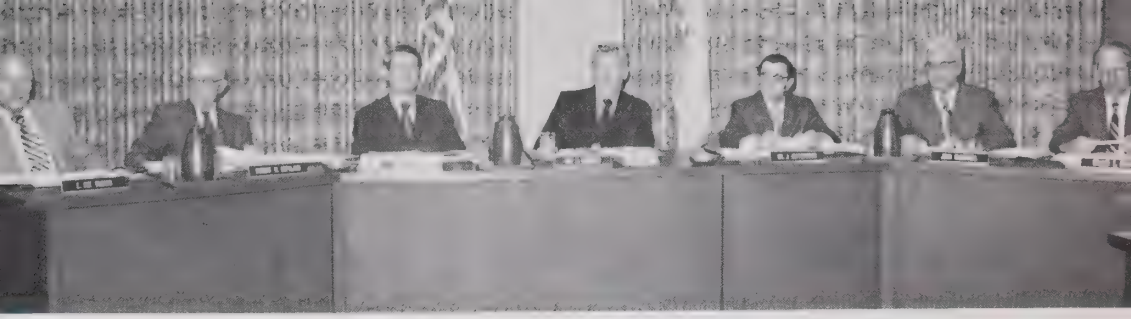
Commute book sales totaled $255,867, *up* $4,867 *from sales of* $251,000 *during the same month one year ago—a gain of* 1.94 *percent.*

AC Transit carried 4,109,356 *passengers during September, up* 22,346 *or* .55 *percent above the* 4,087,010 *carried during the month of September* 1970. *East Bay buses carried* 2,965,386, *up* 28,455 *or* .97 *percent above the* 2,936,931 *who rode during the same month a year earlier. On transbay lines, patronage for the month totaled* 1,143,970, *down* 6,109 *or* .53 *percent below the September,* 1970, *figure of* 1,150,079.

Nationally, the transit industry indicated a decrease in revenue passengers of 7.61 *percent.*

Operating costs during September were $1,861,735, *up* $112,125 *or* 6.41 *percent above year-ago expenses of* $1,749,610. *The system operated* 2,076,-933 *miles of service, an increase of* 20,239 *or* .98 *percent above the September,* 1970, *mileage of* 2,056,694.

Total income of $2,027,228 *left a deficit of* $38,859 *in meeting full bond debt requirements and operating costs.*



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• Directed that major auditing firms be solicited for proposals to make annual independent audits on a rotation basis, on motion of Director McDonnell.

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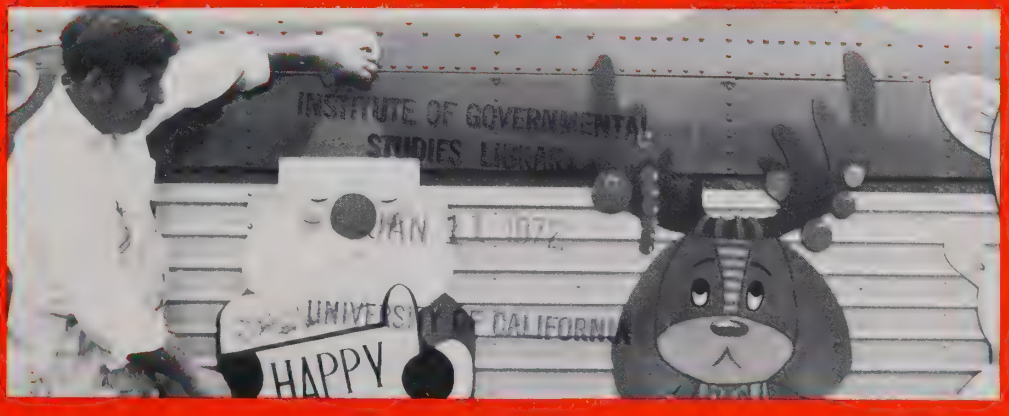

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Bridge opens exclusive car-pool lanes; Three or more passengers ride free

An exclusive bus lane across the San Francisco-Oakland Bay Bridge has been expanded to include car pools in an unusual experiment designed to reduce traffic congestion.

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TRAFFIC DECONGESTANT — Buses, which have been zipping through the Bay Bridge toll plaza on their own exclusive lane for more than a year and a half, are joined by car-pools traveling on two lanes of their own. The State Division of Bay Toll Crossings inaugurated the experiment in an attempt to reduce automobile congestion.

District installs improved Fuel injectors in new buses

Work got under way this month on conversion of AC Transit's entire modern fleet of buses to an improved type fuel injector as another step in reducing air pollution.

The new Low Sac Needle (LSN) injector reduces smoke, odor and other emissions.

Conversion of 462 buses to the new injector is being financed with a federal grant from the U.S. Department of Transportation. Project costs are estimated at $96,000.

Conversion began after award of an $88,630 contract to Inter-Bay Supply Co. of Oakland, which will furnish injectors supplied by Korody-Coyler Corp. of Wilmington, Calif.

THE COVER—Santa Claus, in the person of Nick Alevizos, Richmond Division Superintendent, made his annual trip through East Bay cities on Saturday, Dec. 4. Happy looks on faces of the children Santa talked to prove the success of the trip.

Feeder lines approved

Most south county express service To be dropped after BART starts

Most intercity express bus service between Hayward, San Leandro and downtown Oakland will be abandoned next year when BART begins operation.

AC Transit's Board of Directors agreed, this month, to discontinue Line 30 freeway express service connecting the three areas. Local feeder service to BART stations will be substituted.

A second major express route, Line 32, connecting Hayward, San Lorenzo and downtown Oakland, will be abandoned except for several peak hour trips.

Basic Line 32 service will be replaced with local BART feeder routes.

The Board's action completes realignment plans for bus service to stations along the Oakland-Fremont BART line. 63 different bus lines will serve BART in its initial operation.

Wage-freeze regulations clarified

With receipt of clarification of regulations from the Economic Stabilization Council, AC Transit employees have been informed the following provisions of the labor contract now can be implemented, with the provisions also applying to non-union employees:

- Basic wage increases based on length of employment or time in respective classification are being paid as of Nov. 14.
- A cost-of-living adjustment, if any, will be paid beginning with the payroll period on Jan. 2, 1972. The Consumer Price Index published in December will be compared with the Index published in August.

If the December Index shows an increase, wages will be increased according to the formula already established in the District's labor contract with Amalgamated Transit Union, Division 192.

Other items which have been clarified by the Council are:

- The insured dental plan becomes effective Jan. 1, 1972.
- Increased vacations, where applicable, will become effective from and after Jan. 1, 1972.
- The District's contribution to employees' medical plan will be increased on Mar. 1, 1972, to a maximum of $35 per month.
- Increased uniform allowance, as provided for, will be paid.
- Advancements to higher classifications, based on newly established positions, now are permissible.

Representatives of AC Transit and Div. 192 have been meeting on the union's request for negotiations of pension plan amendments.

Senior citizen lower fare Retained through 1972

Senior citizens will be able to ride AC Transit buses for ten cents during off-peak hours for at least one more year.

The Board of Directors approved a continuation of the ten cent fare plan for a third year despite revenue losses, attributed to the lower fare, of $547,000 annually.

The plan, which went into effect Jan. 1, 1970, allows people 65 and older to ride for ten cents, on East Bay lines, between 9 a.m. and 3 p.m. and between 7 p.m. and 3 a.m. weekdays. The lower fare also is in effect all day on weekends and on certain specified holidays.

Eligible senior citizens also do not pay zone charges and can ride from El Sobrante to Hayward for a dime.

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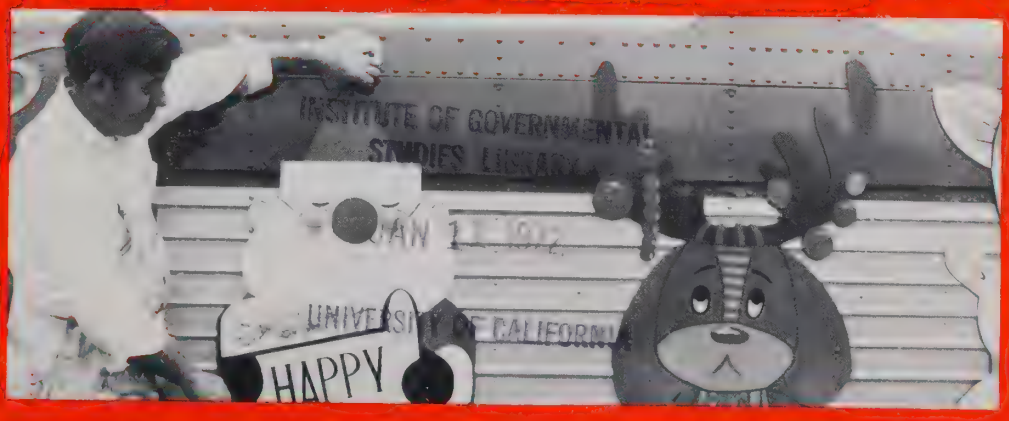

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Conversion began after award of an $88,630 contract to Inter-Bay Supply Co. of Oakland, which will furnish injectors supplied by Korody-Coyler Corp. of Wilmington, Calif.

TRAFFIC DECONGESTANT — Buses, which have been zipping through the Bay Bridge toll plaza on their own exclusive lane for more than a year and a half, are joined by car-pools traveling on two lanes of their own. The State Division of Bay Toll Crossings inaugurated the experiment in an attempt to reduce automobile congestion.

THE COVER—Santa Claus, in the person of Nick Alevizos, Richmond Division Superintendent, made his annual trip through East Bay cities on Saturday, Dec. 4. Happy looks on faces of the children Santa talked to prove the success of the trip.

Feeder lines approved

Most south county express service To be dropped after BART starts

Most intercity express bus service between Hayward, San Leandro and downtown Oakland will be abandoned next year when BART begins operation.

AC Transit's Board of Directors agreed, this month, to discontinue Line 30 freeway express service connecting the three areas. Local feeder service to BART stations will be substituted.

A second major express route, Line 32, connecting Hayward, San Lorenzo and downtown Oakland, will be abandoned except for several peak hour trips.

Basic Line 32 service will be replaced with local BART feeder routes.

The Board's action completes realignment plans for bus service to stations along the Oakland-Fremont BART line. 63 different bus lines will serve BART in its initial operation.

Wage-freeze regulations clarified

With receipt of clarification of regulations from the Economic Stabilization Council, AC Transit employees have been informed the following provisions of the labor contract now can be implemented, with the provisions also applying to non-union employees:

- Basic wage increases based on length of employment or time in respective classification are being paid as of Nov. 14.
- A cost-of-living adjustment, if any, will be paid beginning with the payroll period on Jan. 2, 1972. The Consumer Price Index published in December will be compared with the Index published in August.

If the December Index shows an increase, wages will be increased according to the formula already established in the District's labor contract with Amalgamated Transit Union, Division 192.

Other items which have been clarified by the Council are:

- The insured dental plan becomes effective Jan. 1, 1972.
- Increased vacations, where applicable, will become effective from and after Jan. 1, 1972.
- The District's contribution to employees' medical plan will be increased on Mar. 1, 1972, to a maximum of $35 per month.
- Increased uniform allowance, as provided for, will be paid.
- Advancements to higher classifications, based on newly established positions, now are permissible.

Representatives of AC Transit and Div. 192 have been meeting on the union's request for negotiations of pension plan amendments.

Senior citizen lower fare Retained through 1972

Senior citizens will be able to ride AC Transit buses for ten cents during off-peak hours for at least one more year.

The Board of Directors approved a continuation of the ten cent fare plan for a third year despite revenue losses, attributed to the lower fare, of $547,000 annually.

The plan, which went into effect Jan. 1, 1970, allows people 65 and older to ride for ten cents, on East Bay lines, between 9 a.m. and 3 p.m. and between 7 p.m. and 3 a.m. weekdays. The lower fare also is in effect all day on weekends and on certain specified holidays.

Eligible senior citizens also do not pay zone charges and can ride from El Sobrante to Hayward for a dime.

Our 'Stockholders' Write

. . . a little, completely blind person with her guide dog got off the bus. Not only did the driver (Fred Fussell) guide her to the curb, but he led her down the block to the crossing point, took her across there and it was necessary again for her to make another crossing in order to arrive at her bus stop. After all of this, he dashed madly back to his bus, jumped aboard and resumed his route. We, on the bus, were full of admiration, and unbelief that there still are such fine people as your driver in this world.

E. L. Cramerding
Oakland

* * *

I drove behind one of your anti-smog buses and it was great! Please get more of them.

Arthur R. Twiss, M.D.
Oakland

* * *

I would like to register a complaint against the driver of a 34A bus . . .

He refused to let me off at Lakeshore, saying the first stop was High Street . . . Since I have been taking the 34, 34A or 18, whichever comes along first, for five years, I assured him that he was wrong and that all the drivers on 34A buses let me off at Lakeshore.

Mrs. Florence E. Cardon
Oakland

(As noted in your letter, there is a regular bus stop on Lakeshore, and we sincerely apologize for the inconvenience caused you.

You provided us with sufficient information to properly identify the operator. He has been reinstructed concerning regular bus stops.—Ed.)

. . . Mike J. Corral is very courteous to everyone, even children. He certainly does all the right things . . . my trip was a very enjoyable one with him as he is so careful and really enjoys his job.

Mrs. B. Leslie
Alameda

* * *

Am taking this opportunity to inform you of the courteous, polite and considerate service given by William P. Damato. He is one of the nicest bus drivers I've encountered.

A. E. Cannon
Alameda

* * *

. . . I was so impressed with the courtesy of driver Jackson Davis. He said "Thank you" when I paid my fare. When I asked him a question he gave me a friendly and courteous answer. I observed the same courteous attitude toward every passenger as they boarded. Also, his smooth and efficient driving—no sudden stops or starts, no throwing passengers about in the bus.

Mrs. Margaret B. Leverington
Oakland

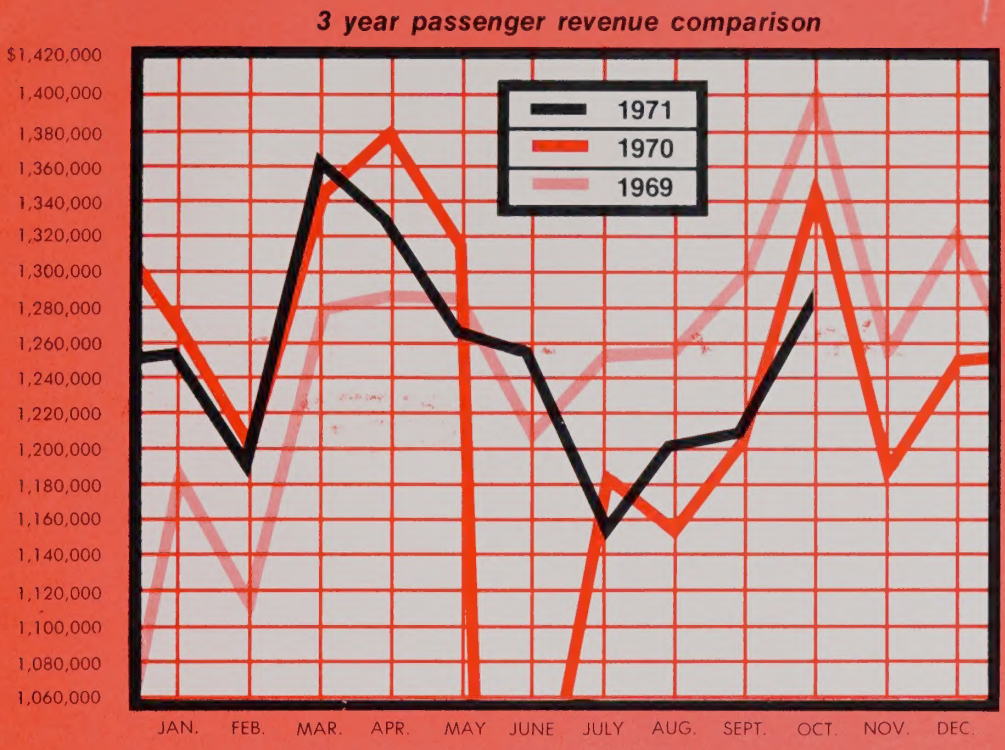
* * *

Mr. George Walden deserves a great deal of credit in maintaining the high standard of AC Transit service.

. . . he is an excellent driver in all kinds of weather. He is courteous and has a cheery greeting for the people boarding his bus.

I have heard passengers repeatedly compliment and thank him when they got to their destination.

Mrs. Lorraine T. West
Oakland



October figures miss 1970 marks

October patronage and revenue figures in all categories fell short of the marks established during the same month a year ago.

Total passenger revenue for the month was $1,293,245, *down* $56,424 *or* 4.18 *percent below the* $1,349,669 *collected during October,* 1970. *East Bay revenue was* $706,617, *down* $28,719 *from the* $735,336 *dropped into fare boxes a year ago—a decrease of* 3.91 *percent. Transbay revenue of* $586,628 *was down* $27,705 *or* 4.51 *percent below the* $614,333 *collected during October,* 1970.

Commute book sales totaled $266,432, *off* $6,302 *from sales of* $272,734 *during the same month one year ago—a loss of* 2.31 *percent.*

AC Transit carried 4,438,610 *passengers during October, down* 183,568 *or* 3.97 *percent below the* 4,622,178 *carried during the month of October,* 1970. *East Bay buses carried* 3,220,437, *off* 122,713 *or* 3.67 *percent below the* 3,343,150 *who rode during the same month a year earlier. On transbay lines, patronage for the month totaled* 1,218,173, *down* 60,855 *or* 4.76 *percent below the October,* 1970, *figure of* 1,279,028.

Nationally, the transit industry indicated a decrease in revenue passengers of 9.09 *percent.*

Operating costs during October were $1,921,606, *up* $143,698 *or* 8.08 *percent above year-ago expenses of* $1,777,908. *The system operated* 2,184,314 *miles of service, a decrease of* 37,644 *or* 1.69 *percent below the October,* 1970, *mileage of* 2,221,958.

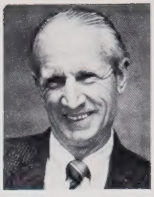
Total income of $2,136,430 *covered operational costs, depreciation and bond debt requirements, leaving a surplus of* $10,346.

Ray H. Rinehart

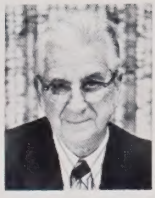
E. Guy Warren

Robert M. Copeland

Claude Daughtry



William E. Berk



John McDonnell

William J. Bettencourt

Actions of the Board

At an adjourned regular meeting November 24, the Board of Directors:

• Placed fire insurance coverage on buildings and equipment, and fire and extended insurance coverage on buses, with Frank B. Hall and Co., for three year terms, on motion of Director McDonnell.

* * *

At a regular meeting December 8, the Board of Directors:

• Placed excess bodily injury and property damage liability insurance coverage with Frank B. Hall and Co., for a three year term, on motion of Director McDonnell.

• Continued reduced senior citizen fare for another year, on motion of Director McDonnell. (See story, Pg. 3)

• Inaugurated direct service between San Francisco and new BART building in Oakland, on a trial basis effective Dec. 6, on motion of Director Berk.

• Extended loop of Line 88—Market St.-West 12th St. from Addison St. to Allston Way because of traffic problems at Addison, on motion of Director Berk.

• Extended one morning trip of Line 91—Castro Valley-Hayward approximately two miles into Castro Valley hill area to benefit students living there, on motion of Director Berk.

• Approved discontinuation of Line 30 express service, and continuation of rush-hour-only express service on Line 32, both to take effect when BART initiates service, on motion of Director Berk. (See story, Pg. 3)

• Continued service on Line 83M—7th St. Marine Terminals for another six months on a trial basis, on motion of Director Berk.

Transit-Times

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